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Don F. Harner, Western Manager  
1595 Pacific Ave.  
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## Panel Discussion of Transportation Problems

**A** RAPID-FIRE panel discussion, followed an address by Director of Transportation Joseph B. Eastman, at a group luncheon session on "Transportation Problems of the Emergency," held April 29 during the 4-day convention of the Chamber of Commerce of the United States at the Hotel Stevens, Chicago.

While the carriers have so far been able, with shipper cooperation, to meet the demands upon them without shortages or congestion, Mr. Eastman said, there is no surplus of transportation now and, with the continually rising tide of traffic due to the war program, "ahead lies a path which is beset with trouble."

Mr. Eastman was then asked and answered the following questions:

**Question.** Until the present shortage of ships to move war material has been overcome, would it not be well to apply more materials and skilled labor to the construction, first, of ships, and 2nd, of railroad cars and locomotives, motor trucks and buses, and other transportation equipment with a view to reaching a balance between the volume of war material produced and facilities to transport it on both land and sea?

**Question.** If a proper balance is secured between production and transportation, will this not reduce the amount of storage required and the materials and labor needed to build storage facilities?

**Mr. Eastman.** These are questions which the War Production Board must ultimately determine. Any answers that I can give cannot reflect such comprehensive knowledge of the entire situation as the Board possesses. Subject to this qualification, it seems to me clear that it is of primary importance to construct ships to carry troops and armaments overseas, naval vessels to protect these shipments and otherwise engage the enemy, bomber air planes, and the plants necessary for the manufacture of an adequate supply of synthetic rubber; and it also seems clear that such construction will give rise to no storage problem. It is likewise necessary to construct pursuit planes, tanks, trucks for war purposes, guns, shells, bombs, and many other instruments of war, but such war material is dependent upon ships for its transportation to the present theatres of action. It may, therefore, involve a storage problem if it is constructed in excess of the ability of the ships to carry it overseas. No doubt it is wise to have some such excess in storage, but beyond a certain point the creation of such an excess would, in my judgment, involve a waste in productive effort, in both the creation of the material and the provision of storage facilities, which could be used to better advantage elsewhere.

So far as domestic transportation is concerned, it is as essential to the war effort as is overseas transportation. If the domestic transportation facilities are not maintained in a condition, including all necessary expansion, which will enable them to perform such service efficiently, the war effort will suffer. It would be an error to allow this to happen. When the necessity for maintaining the vigor and morale of the population is taken into account, most of the traffic of our domestic carriers is, or soon will be, of immediate concern to the war effort.

**Question.** Would it materially help the terminal situation if public warehouses worked 7 days a week? What would this involve and is it practicable?

**Mr. Eastman.** My information is that the public warehouse situation is not now such, in general, that 7 days work per week is necessary. There have been

conditions at some ports when such work was necessary, and such conditions are likely to multiply in the future. In the new contracts for warehousing which the Office of Defense Transportation is negotiating under the Group Warehouse Plan, recently devised, the Government reserves the right to require the warehouses to load or unload Government freight at any time, day or night or on holidays, at Government request.

**Question.** With the restrictions on trucks and tires, will it be possible to move l.c.l. freight under the new minimum loadings without excessive delays?

**Mr. Eastman.** General Order No. 1 of the Office of Defense Transportation permits diversion of rail l.c.l. freight to trucks only when equipment with which the movement can be made is available. If and where such truck equipment is not available, the traffic will continue to move by rail.

**Question.** Is it feasible to relieve the Eastern oil situation by moving oil up the Mississippi and Ohio Rivers to Pittsburgh or other points?

**Mr. Eastman.** Approximately 50,000 barrels a day of oil which is moved by barge up the Mississippi and Ohio rivers to Pittsburgh and other points is being moved thence by rail to the Eastern seaboard. All equipment which is now available for such movements is, we believe, being so used. However, there are barges which are in use for the movement of oil on the upper Mississippi River, on the Warrior River, and along the Gulf Coast which might in some instances be diverted to service to the Ohio River points. Study is also being given to the practicability of converting steel barges now used for other purposes so that they will be available for the movement of oil. It appears that many of these barges are now being used for essential purposes, but it is possible that in some instances wooden barges, which could be quickly constructed, might be used as a substitute. Wooden barges, however, do not appear to be feasible in the major river operations where the barges are pushed in compact aggregates up the river by the propelling boats.

**Question.** Is it a fact that there is surplus equipment capacity on the Mississippi River system, and if so what steps can be taken to utilize that capacity?

**Mr. Eastman.** It is our information that the barge equipment of the Mississippi River system is being used to capacity Northbound in the movement, particularly, of sulphur, oil, and scrap. There has been considerable empty movement Southbound, but it appears to be decreasing.

**Question.** Can ore from Minnesota be effectively moved by the river system?

**Mr. Eastman.** Iron ore could be moved from Minnesota by the river system to Pittsburgh and other river points, if barges could be made available, but it would require a movement by rail from the Head-of-the-Lakes to Minneapolis and the construction of adequate transfer facilities. Compared with the present movement by lake and rail, this barge movement would be most uneconomic. It could be justified only if it were necessary to supplement the movement by lake and rail, and we do not believe that will be necessary this year. Looking further into the future we believe that other alternative routes could be made available, with certain expenditures, which would be superior to the river movement.

**Question.** What is necessary to make maximum use of the intracoastal waterway system to help overcome the Atlantic submarine menace?

(Continued on page 63)



## *A War Necessity*

**T**HE reluctance of management to invest in, and of labor to accept labor-aiding devices wrought a tremendous hardship on the manufacturers of materials handling equipment.

Had they not persevered, experimented and improved their various models; believing that some day their efforts would be generally appreciated and accepted, the war would have found them unprepared and industry handicapped.

So well have they done their job that their's is now one of the most important factors in the speeding-up of our all-out war program. The chief problem is to get enough equipment, quickly, to those who need it most.

Every type, hand and mechanically operated, has its place in industry but all who need it are not sufficiently familiar with the various models to be able to differentiate between the types they need and those that are available and will serve the purpose in the emergency.

Over a period of years, DandW has carried on an educational campaign for the mutual benefit of the user and the manufacturer. Today it makes another contribution to help Government and industry alike, select the right equipment for the particular job at hand.

That contribution will appear in our July Materials Handling Issue; a tabulation of specifications of the various types of—

- Hoisting Machinery
- Conveyors and Elevators
- Tractors & Trailers (Industrial)
- Hand Operated Equipment (Trucks & Lifters)
- Chutes (Spiral and Straight)
- Trackless Carriers (Powered-Industrial)

Nothing comparable to it has been published before. You will find it invaluable now and in the future. Preserve your July issue of

**DW**

## O. D. T. Plans Use of Idle Buildings for Storage. Philadelphia Group Plan Contracted

**A**CQUISITION of millions of additional square feet of storage space, when and where required by a Government agency, without the erection of new buildings, is embraced in the Office of Defense Transportation's group warehousing plan for 40 of the Nation's largest cities.

The expanded scope of the program, under which idle buildings of small manufacturers and other business enterprises will be utilized for storage purposes, has been revealed by Joseph B. Eastman, O.D.T. director, in announcing the signing of O.D.T.'s first group-warehousing contract with the Federal Emergency Warehouse Assn., Philadelphia.

This association, it is stated, was recently formed by Philadelphia merchandise warehouse operators who, under the terms of their contract with the Government, have pooled their facilities to make available 400,000 sq. ft. of storage space to meet Government needs.

Col. Leo M. Nicolson, Director of O.D.T.'s Div. of Storage, who is in direct charge of the group warehousing program, emphasized the benefits that will accrue to the small businessman whose production has been curtailed or whose plant has been closed down through inability to get raw materials for production of non-essential items, but whose buildings may be suited to the dry storage of Government materials and merchandise.

"Federal Emergency Warehouse Associations, similar to that in Philadelphia," Colonel Nicolson said, "will be set up as rapidly as possible in other key cities. Whenever the need for additional Government storage space becomes apparent in any one community, the local association will be asked to make an immediate survey of all buildings which might be available for storage purposes. These buildings will include the idle plant facilities of small businessmen who have ceased manufacturing non-essential domestic items and who, for one reason or another, have not converted their facilities to war production."

"Whenever such buildings are acquired," Colonel Nicolson said, "a fair and reasonable rental will be paid by the Government for a year-to-year lease on the property." The Government will then sublet the facilities to the local Federal Emergency Warehouse Assn.

Colonel Nicolson explained that the association members will act as trained custodians of all Government property stored under their care. The Government contract with the warehousemen provides that the association furnish all necessary labor to handle Government materials in and out of the warehouse, employ day and night watchmen, furnish adequate heating to insure protection, and provide full insurance coverage where required.

"With high priorities on virtually all building materials," Colonel Nicolson said, "the O.D.T. plan to provide millions of square feet of additional storage space, as Government needs develop, can be accomplished without the necessity of erecting new structures. The utilization of all available buildings containing adequate floor-space, and suited to dry storage of miscellaneous materials, will obviate new construction to the extent of the space obtained by this plan."

No additional buildings will be considered or acquired, Colonel Nicolson emphasized, until they are needed. He warned that any attempt on the part of owners of buildings to offer their facilities to the Government directly would only result in confusion and loss of time. Applications will be handled by the local warehousing association, he said.

Geographic limits around any given city for additional storage space are flexible, Colonel Nicolson

pointed out. An association may reach out as far as 50 or 75 miles to acquire buildings and operate them. Where it is necessary to acquire buildings in a community that lies approximately midway between 2 points where associations are located, the O.D.T. will determine which association will take over and manage the facilities in question.

With New York, Chicago and New Orleans next on the list of establishment of warehousing associations, extension of the program to other key cities throughout the country will be expedited, Colonel Nicolson said.

A group warehousing contract was signed a short time ago by the War Dept. with warehouse operators in Kansas City, but no provision was made for acquisition of additional buildings. The Kansas City association, Colonel Nicolson indicated, will be asked to sign the new contract which will provide authority for necessary expansion by utilization of additional buildings as the need develops.

The group warehousing plan enables any Government procurement agency to negotiate a single contract for large blocks of space which would otherwise be available only in small units. A single Government order may be issued for storage or shipment of materials to all of the companies in the group association. Each individual company is bonded to the association to which it bills all charges, and the association manager in turn bills the Government.

The O.D.T. contract provides that unused Government-leased space under the association's control can be made available to the public, but the charges for occupying such space must be no less than the rates charged the Government.—Manning.

### Storage Rates Covered in Price Ceiling Regulations

"Storage" is one of the services covered in the general price ceiling regulation issued by the Office of Price Administration April 28, and as a result the highest charge made for warehousing a commodity in March will become the legal maximum for that commodity on July 1.

The "highest charge" means (1) the top price for which service was rendered during March, 1942, or (2) if there was no actual transaction during March, the maximum price would be the highest price at which the service was offered during the month.

The effect of the order is not to establish a standard fee for warehousing nor to remove price competition. It merely freezes the charge at the highest level collected for the same service, as described above.—Manning.

In its bulletin analysis of the O.P.A. price regulation, the American Warehousemen's Assn. stated: "Briefly and generally, it may be said that beginning May 11 a merchandise warehouseman's rates and charges to an industrial or commercial user may not exceed his highest rates and charges that were in effect in March, 1942, for comparable service."

"In bringing public merchandise warehousing within its scope, the regulation follows closely the wording of the Emergency Price Control Act of 1942 and definitely refers to our line of business in its definition of 'service' to which the regulation is applicable. In defining 'service' the regulation says that it 'includes any service rendered or supplied, otherwise than as an employee, in connection with the processing, distribution, storage, installation repair, or negotiation of purchase or sale of a commodity, and generally, without limiting

the foregoing, all services which preserve or add to the value or utility of a commodity."

The A.W.A. report then referred to a possible uncertainty as to whether this regulation became effective on May 11 or July 1 as regards rates and charges for merchandise warehousing service, and in this connection, stated: "An O.P.A. release, PM-3075, dated April 28, in answering the question 'When does the ceiling become effective?', says that with respect to 'services rendered to an industrial consumer, the ceiling applies on May 11, 1942.' Since most customers of merchandise warehousemen are industrial or commercial concerns, it is assumed that for our line of business the effective date of this regulation is May 11. This same O.P.A. release No. PM-3075 states also that with respect to 'services at retail, that is, rendered to the ultimate consumer, the ceiling applies on July 1, 1942.' The expression 'ultimate consumer' as used in this regulation and commentaries thereon appears to mean the individual who actually uses the commodity in connection with which a service is performed, such as a housewife, in particular. It is conceivable, therefore, that the ceiling for rates and charges in the household goods storage business for storing Mrs. Consumer's household effects, becomes effective July 1."

This regulation is not a "freezing" of warehousing rates and charges. Any rate or charge may be decreased below rates charged or "offered" in March. Furthermore, it is assumed that rates and accessorial charges on a given account may be raised to the highest such rates and charges charged during March "to a purchaser of the same class." To establish such an increase would, however, involve consideration of customers' comparative volume, of the extent to which small-lot deliveries are required, and of the other cost factors that may determine differentials in rates as between customers storing identical commodities or commodities usually classified in the same handling and storage rate classes.

"It will be noted," says A.W.A., "that the price-control procedure provided in the Emergency Price Control Act of 1942 and in his General Maximum Price Regulation, is not applicable to public utilities. The assumption is that this exemption is due to the fact that the prices of public utilities are subject to other Government rate-control agencies and that increases in their rates are obtainable only on approval of such agencies. It is quite generally considered that public merchandise warehouses are not real public utilities for the reason that they do not have a monopoly on the service they purvey. When a person has need for having himself or his property transported from one place to another, he must, in the absence of his own private facilities, use the service of a transportation carrier. If he wants to send a message by wire he must use the services of a telephone or telegraph company. If he requires accommodations for the warehousing of his property, however, he does not, except in the case of certain Government bonded warehousing service, have to use a public merchandise warehouse. The merchandise warehouseman is in competition with such person's own storage facilities, with building owners having vacant properties to rent such person, and with other distributing agencies. Generally speaking, the merchandise warehousing business can scarcely be considered, therefore, as coming within the exemption accorded to public utilities in the Emergency Price Control Act of 1942 and in this General Maximum Price Regulation.

"However, in a few States public merchandise warehouses have been given the status of a public utility in that their rates and charges, particularly with respect to increases therein, are controlled by State agencies having jurisdiction over real public utilities. It may be O.P.A. will be disposed to include such merchandise warehouses within the public utility exemption in this regulation with the understanding that the State rate-control agency will cooperate in the Federal Govern-

## Convention Dates

1942

May 26-28—Biscuit & Cracker Manufacturers' Assn. Convention, Chicago.

June 8-12—Annual convention of National Assn. of Retail Grocers, Chicago.

June 19-20—Annual meeting of the New York State Warehousemen's Assn., Hanson's Hotel, Oquaga Lake, Deposit, N. Y.

June 26-28—National-American Wholesale Grocers' Assn. Convention, Drake Hotel, Chicago.

July 20-23—Annual convention of Independent Movers' & Warehousemen's Assn., Chicago.

Aug. 19-22—National Food Distributors Convention and Exposition, Chicago.

Sept. 23-25—20th annual conference of National Industrial Advertisers Assn., Hotel Traymore, Atlantic City, N. J.

Oct.—Annual convention of American Trucking Associations, Inc., St. Louis, Mo.

Oct. 19-21—Annual meeting of Associated Traffic Clubs of America, Baltimore, Md.

ment's anti-inflation program by not approving increases in merchandise warehousemen's rates and charges above those prescribed in this O.P.A. regulation. Already O.P.A. is said to have unofficially and informally told the Commodity Credit Corporation that grain warehouses are public utilities and may possibly be exempted by it as such from this regulation."

## 3 More Warehouse Depots

The War Dept. has authorized construction of 3 additional depot warehouse projects, each to cost in excess of \$3,000,000.

The first will be in New York and will be constructed under the supervision of the Syracuse district engineers office; 2 others, to be located in Ohio, will be under the supervision of the Columbus, Ohio, and the Pittsburgh, Pa., district engineer offices.—Manning.

## War Depot in N. J.

The War Dept. has authorized construction of a depot and warehouse in New Jersey at a cost in excess of \$3,000,000. Construction will start immediately under the supervision of the New York City office of the Corps of Engineers.

## Dealers' and Users' Tires in Public Storage

The Defense Supplies Corp., Div. of the Reconstruction Finance Corp., has plans for the use of public warehouses for the storage of tires, bought by the Government from dealers who wish to voluntarily dispose of them for the purpose of relieving inventory burden. The same storage procedure will apply to tires secured from car owners, whose spares are sought under a 150 million dollar Government appropriation plan. Last March, Government plans for acquisition of tires voluntarily sold by dealers involved resale to the factories or to branches on a cost plus 10 per cent basis, with freight costs handled by the Government. The plan was dropped because of its threatened burden to the railroads.





Metal pigs wire-tied in bundles make a stable, orderly load. There are less units to handle in loading and unloading skids, and checking is simplified. Skids of this type are moved on manually-operated jack lifts on short hauls and by fork truck on long hauls.

WE warehousemen generally like to think of ourselves as being "up-to-the-minute" in adopting new methods to improve the efficiency of our organizations. Even so, we often hesitate to make radical changes in procedure for fear of upsetting a system that has worked well for many years. Probably our experience parallels that of many other organizations engaged in manufacturing as well as distribution processes; for that reason, our own observations may prove of value to them.

Our whole job is handling materials. Simple? Not at all, for materials handling means a lot more than just moving things around. It means scheduling the flow of goods to and from storage, and in receiving and shipping operations. It includes all the work of meeting shipping schedules at exact times, and the very important task of keeping accurate records of quantities received, amounts on hand and shipments made. We must know how to treat each of thousands of kinds of goods in any type of container, know how to store them safely, move them without damage and pack them for long distance transportation or local delivery.

Perhaps, at first glance, it may strike men in charge of manufacturing operations as odd for us to say that such jobs are among their own most important operations. This is only natural; wherever the development of faster or lower cost production processes is the chief aim, it is only normal that the flow of materials be regarded as a secondary type of work. Probably it is for this very reason that those of us who must constantly think in terms of moving, storing and accounting for goods see so many opportunities in manufacturing plants to improve handling operations which appear to have been completely overlooked by management.

No, we cannot tell management how it should do its job. But we are specialists at a particular job, we live

**Materials Handling, Says Mr. Greeley, Means a Lot More Than Just Moving Things Around. It Includes All the Work of Meeting Shipping Schedules at Exact Times and the Task of Keeping Accurate Records.**

By R. C. GREELEY

President, Greeley-General Warehouse Co.,  
Cleveland, Ohio.

with the problem of materials handling. We know from our own day-to-day experience that if more up-to-date methods of packaging and unit-loading were employed, stocks of finished goods could be maintained much more cheaply at the producer's own factory, his shipping room would operate with far greater efficiency, and, of course, we could do our part of the job at a considerably lower rate.

Moreover, packages, crates or containers can often be designed so that many small units can be handled at one time by mechanical means, as compared with individual handling of each package which is slow, costly and subjects the package itself to damage. Every day we see the results of packaging research by container companies, box makers, and manufacturers of steel strapping and wire tying devices. Likewise, makers of trucks, conveyors, hoists, elevators and similar equipment are continually developing new ways of packing, moving and storing materials of every kind.

So, from time to time we make these new "tricks" part of our stock in trade. With so many possibilities there is always a great deal to be gained by proper coordination, not only in packaging and packaging meth-

# ing Developments That Apply to INDUSTRY



Fifty cartons were pre-stacked on the pallet when the incoming car was unloaded. One handling instead of 50 places the load in storage.



Drums of chemicals are quickly and safely stacked. The bottom tier is placed on end and is usually handled with the conventional hand-operated barrel truck.

ods, but also in the equipment and methods used to move, stack and manipulate goods.

For instance, it is not difficult to find out how many men are needed to stack cartons by hand in coordination with a power-driven belt conveyor. The speed of the conveyor tells the story. As another example, a power lift truck of the fork type is often most effective if supplemented by hand labor. We find in the case of handling newsprint that the fork type machine is ideal for conveying and stacking, and that its time is saved for those valuable jobs by using 2 men for unloading the rolls from the railway car.

Since much of our work involves the breaking up of large lots into small ones, there is necessarily a large amount of hand labor; our problems of coordinating these manual operations with our mechanical equipment are, therefore, considerably greater than those which confront many manufacturers.

In most cases a manufacturer who can successfully utilize mechanical handling equipment has such a continuous flow of one type of product or container in any one department or stage of operation that the only coordination required is coordination with the production machines. That is simply a matter of determining how fast material must be supplied to keep machines busy.

One of the great needs in warehousing is versatility, because while the nature of our function never varies we do not keep busy day in and day out on the same type of materials and methods. For an hour or two we are moving tons of sugar or flour in sacks. Then it may be oil or chemicals in drums or barrels. Then perhaps a shipment of castings to be handled on skids or pallets, interrupted by the need to move a heavy crate of furniture or a machine tool. So it's easy for us to discover new possibilities all the time and we have many opportunities to be pleasantly surprised by the developments some new piece of equipment opens up for us.

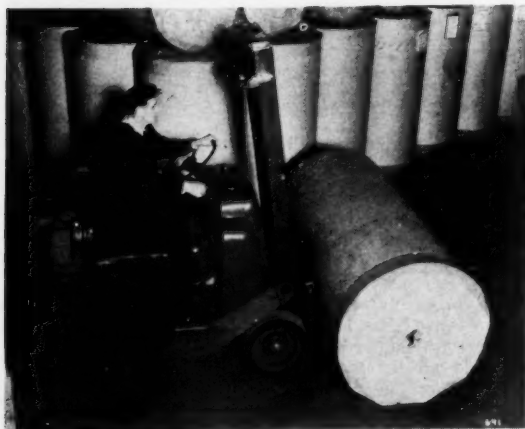
Conditions affecting our business also lead to improvements, just as they do with manufacturers. Recently, with wages increasing faster than our ability to pass on increased handling expenses to our customers, we felt as if a "squeeze" was being put on us. We thought we had all possible types of modern equipment that were adaptable to the particular commodities we were handling. This equipment included jack lifts, skids, 2-3 and 4-wheel hand trucks, dollies, portable electric elevators, chain fall hoists, chutes and conveyors, etc. However, we had never considered fork lift trucks and pallets as practical for our operation. Because of the variety of items that were handled and because withdrawals are made in comparatively small units, usually less than an average pallet load, we felt that such a truck did not quite meet our requirements.

A desire to find out for sure has paid dividends. It was a little over a year ago that we analyzed our setup to see which commodities would lend themselves to an industrial lift truck operation. Two or 3 commodities, one of which was newsprint, moved in sufficient volume that we felt would justify the purchase of such a unit. Giving due consideration to aisle clearances, loads to be lifted, ease of operation and cost, we purchased a Model 40 Towmotor with a lifting height of 9 ft. and a capacity of 3,000 lbs. at 15-in. load center. Although our warehouse is located in the New York Central Freight Terminal where electric industrial tractors are used, we preferred a gasoline unit mainly to get away from the higher initial cost, which included the charging outfit. Also, we did not wish to be dependent on electric current in the event of a failure or have to lay up for charging, should a continuous 24-hr. operation be required occasionally.

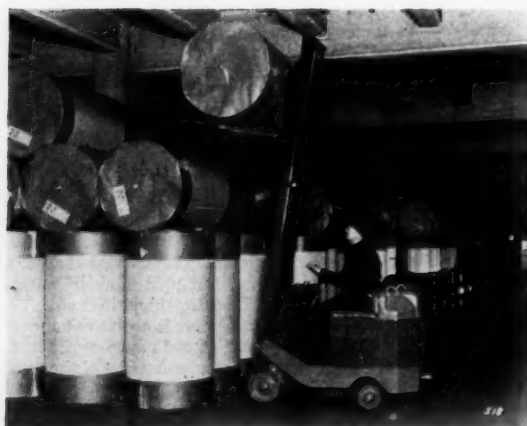
Yes, that investment has paid dividends. The truck had been in service only a short time when our men realized that it could be used for many other commodities in addition to the 2 or 3 items handled in volume. After seeing how much time and hard labor was saved,



Containers don't always have to be specialized for mechanical handling dunnage of 2 by 4-in. strips; leaves adequate space for entrance of lift truck forks.



Newsprint is bulky and heavy. Towmotor fork truck easily moved 1,500-lb. roll through narrow spaces. Roll is 36 in. diameter, 66½ in. wide.



Concentrate mechanical equipment on the job it does best. Fork truck lifts 1,500-lb. newsprint roll in a few seconds and shows some of its biggest savings on this big volume item.

it was not long before every section checker was calling for the Towmotor to do this or that particular job when the work got ahead of him. To eliminate the operator's running back and forth over a distance of one-quarter mile, which is the length of our building, we restricted his operations to the most important jobs, as there was only one lift truck.

To reduce unloading time when the lift truck operation would have to take a pallet load from the freight car on to the elevator, then to the storage floor, to the pile and return, we use 4-wheel trucks to bring the load to the lift truck. Two pallets, 36 in. by 36 in., are placed on each 4-wheel hand truck measuring 36 in. by 72 in. The merchandise is then loaded on pallets, taken to the storage floor where the Towmotor is ready to unload from the 4-wheel trucks and pile. The small pallet conserves aisle space and proves to be the size best suited to the average quantity delivered out on normal order.

No pallets are used on drums, barrels and large cases. Instead, 2 by 4 dunnage is placed between each tier to eliminate unnecessary use of pallets.

The Towmotor has become indispensable in the handling of newsprint rolls, heavy machinery, sheet and bars of steel, large tires for road machinery and even to reach the ceiling to replace "that electric light bulb that burned out."

We had hoped to be able to run the loaded Towmotor on to a motor truck body. However, this was found impractical except in the case of units equipped with heavy stiff springs. The springs on the motor truck would generally drop so much that the load could not be taken off safely. To overcome this, we experimented with an ordinary hand jack lift, placing 2 extension arms about 30 in. out from the end of the jack, which would enter the opening of the pallet. By placing a counter weight on the front of the jack, which was usually a skid load of other merchandise, we were able to pick up pallets containing light loads and move them on to motor trucks without unloading. This system works very well if the warehouse has city trucks which return to the platform just as soon as loads have been delivered, so the pallets can be put back into use.

There have been many specific examples of sizable savings. Just recently we employed the Towmotor on a job of loading sheet steel which would normally take a loading gang of 6 or 8 men about 6 hrs. to handle with chains and a portable crane. One helper and the Towmotor operator completed the job in about 2 hrs. When minutes not only mean dollars but count so in the war effort, we only wish we had another Towmotor to speed our handling even more than we are now doing.

Our one regret is that this mechanical robot has come to be a "crutch" upon which our men depend, so that they have no wish to go back to the hard way of handling heavy freight. However, we are glad to have them lean on this "crutch" when we know it saves us time and money and reduces the possibility of personal injuries from heavy lifting. After all, that is part of the development that will help our business to "carry its load" more efficiently and economically. It's a development which could well be applied by manufacturers in their own materials handling operations.

#### June 22, National Observance of Russian Courage

June 22 has been set aside as "Aid-to-Russia Day," a day of tribute to the courage of the Russian army and people and as a special occasion for mobilizing new aid for those people. A committee headed by former Governor Alfred E. Smith of New York, and former U. S. Solicitor-General T. D. Thacher, has announced plans for securing cooperation of public officials and organizations. Ten governors and mayors of 31 cities have already announced that they will promote public recognition of the occasion.



# Gasoline Gone—

## *Swedish Trucks Resort to Economical Wood Gas . . .*

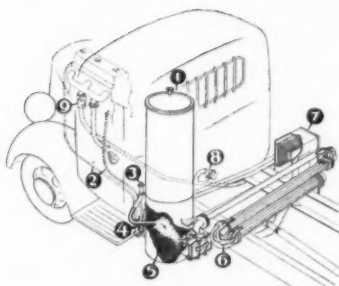
By T. Edward Karlsson

SINCE gasoline disappeared altogether from Swedish civilian life on Dec. 1, 1940, a large part of Sweden's trucks has been converted to the use of wood gas or charcoal gas as motor fuel, and the number is increasing every day.

This kind of fuel is considered one of the best substitutes for liquid fuel and Sweden has an abundance of raw material in her large and well maintained forests. The wood gas and charcoal gas have, therefore, turned out to be more economical than gasoline, especially for large trucks, hauling goods long distances.

Sweden has been among the pioneers in the use and development of methods to run combustion engines on wood gas or charcoal gas. Even before the gasoline supply was cut off by the present war many large trucks could be seen in traffic, using wood gas.

Naturally the outbreak of World War II stimulated the development and perfecting of the existing equipment, as Sweden is almost completely dependent on imports for her gasoline, except for very limited quantities found in the



Important parts in wood-burning gas-producer:

- |                                  |                      |
|----------------------------------|----------------------|
| 1—Refueling lid                  | 5—Generator          |
| 2—Cooling water pipe for air jet | 6—Cooler             |
| 3—Flame projection               | 7—Filter             |
| 4—Air jet                        | 8—Starting fan       |
|                                  | 9—Regulating chamber |

southernmost part of the country. The equipment, which before the war had reached a fair level of efficiency, is being improved upon almost daily. It is safe to assume, therefore, that the pre-war standard of efficiency, said to be over 75 per cent of that for liquid fuel, by now has been considerably improved.

There were about 40,000 trucks and 5,000 buses in operation at the end of last year in Sweden,

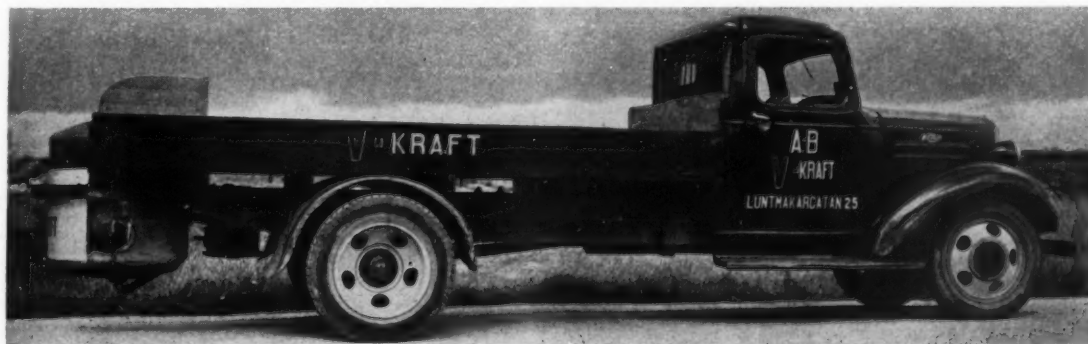
in addition to about 30,000 passenger cars in civilian use, while the motor vehicles serving the armed forces of the country were estimated to number about 40,000. About 60 per cent of the total of 115,000 motor vehicles using the new fuel were operated on charcoal gas, while the rest used gas generated directly from wood.

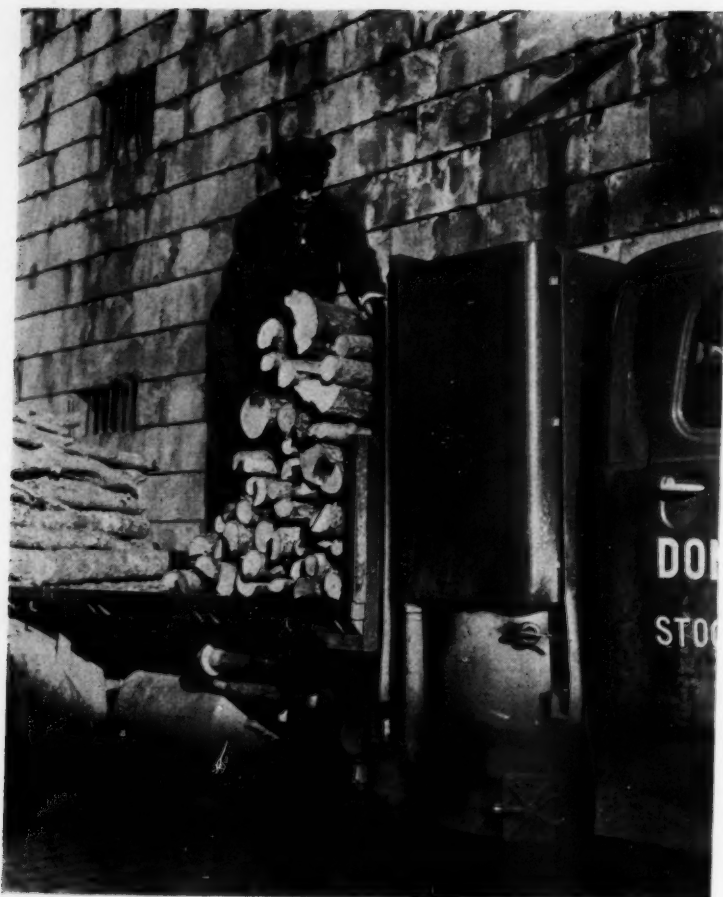
Wood gas has been found best suited for the needs of heavy trucks and buses, even if it takes a somewhat longer time to get started than the case is with the equipment using charcoal.

During the first 8 mos. of 1941, the statistics show that the total distance traveled by trucks and buses using wood gas was over 325,000,000 miles. The wood gas or charcoal gas doesn't seem to shorten the time of usefulness of the trucks compared to gasoline. This is quite evident from the fact that a Swedish-built truck, which for 9 yrs. has been using wood gas as fuel, has been driven a total distance of more than 625,000 miles.

The wood gas or charcoal gas, which takes the place of gasoline, consists of about 25 per cent of carbon monoxide and 9 per cent of hydrogen and hydro-carbon, which is produced by the generator

Wood-burning gas-producer in use at rear end of the truck chassis, mounted on side frame members. (All photos herewith, courtesy, American Swedish News Exchange, Inc.)





Wood-burning gas generator used on truck operated in Stockholm.

through the dry-distillation of charcoal or wood. The remaining part of the gas, constituting over 60 per cent, consists of incombustible gases, which naturally tends to reduce the efficiency of the fuel.

Although the generator is the main part of the gas-producing equipment, there are several other important components, such as various kinds of filters, soot "cyclons", fans, gas radiators, etc.

New improvements for greater efficiency are made constantly by some of the best known Swedish inventors and by many others who are less well known but, nevertheless, share in the success of this great effort of Swedish inventiveness and technical ability to keep the motor transportation going despite all difficulties. Thus a new device, the so called "Platen-regulator," which recently was put on the market, was constructed by one of the inventors of the well-known Electrolux refrigerator system, Baltzar von Platen. This new device has satisfactorily solved one of the most difficult problems when wood gas or charcoal gas is used. The problem was

how to mix automatically the generated gas with air so that the right composition is always obtained.

The types of generator sets used on trucks are very large, compared to the small, handy and neatly shaped equipment used on passenger automobiles. The gas producing equipment for the trucks is, without exception, installed on one side of the vehicle, immediately behind the driver's cabin, which makes the appearance

very little different from the ordinary trucks, using gasoline as fuel.

Usually the Swedish type of gas generators allow a truck or bus to go about 75 miles before any refueling is necessary. An agreement has been made with the gasoline companies, automobile dealers and garages which makes it possible to get wood or charcoal for motor vehicles at more than 700 service stations all over the country.

A test for the reliability of this kind of fuel was provided by what probably was the world's first large-scale race for trucks and passenger automobiles, under the sponsorship of the Swedish Royal Automobile Club some time ago. The course was nearly 850 miles and 117 cars started. It was run over a narrow and curving road which had enough hills to show the real worth of the "gen-gas," as the Swedes fondly refer to this fuel.

A time limit was set up which called for an average speed of 30 m.p.h and the 2 classes of trucks covered the course almost everyone within the time limit. In the class for trucks up to  $5\frac{1}{2}$  tons, the 7 wood-gas trucks made as good or better time than those using charcoal. In the class for trucks over  $5\frac{1}{2}$  tons, remarkably good and uniform results were made. Included in this class was a 15-ton truck with a load of  $8\frac{1}{2}$  tons, which was able to cover the prescribed distance in only a few minutes longer time than the limit set for the class.

Sweden has thus solved the problem of getting fuel for her motor transportation which, especially in the far Northern parts, is a vital link in the Swedish communication system. There are, however, certain other difficulties which have made it necessary to introduce sharp restrictions on the motor traffic. The foremost of these is the shortage of lubricants and rubber, both of which are imported from abroad, although

(Continued on page 79)

Ford trucks in Stockholm, equipped with producer gas units, which have charcoal or wood.





# LETTERS TO THE EDITOR

For obvious reasons, names of persons or their companies are not published unless permission is specifically given *DandW* for so doing. Such information is desirable in this department and so we ask contributors to please cooperate.

## Re Hard-to-Get Materials Handling Equipment

THE writer has been a regular subscriber to *DandW* and finds a great deal of interest in reading the various editorial items, particularly those pertaining to the use of mechanized labor-saving materials handling equipment and its importance to food distributing plants and warehouses which have always used considerable manual labor in repetitious rehandling of cartons and bags.

Most warehouses appreciate this handling problem today more than ever, but it has become very complex to many warehousemen because they are unable to obtain more efficient and the latest mechanical handling equipment, due to priority restrictions. Maybe you have the answer and could offer assistance to distributors of food products through articles in the future that stress points of importance when filing their PD-1-A application for priority rating forms.

I realize that this may not be your problem, but this assistance could be organized in such a manner as to give U. S. Government bonded warehouses that distribute and ship Lend-Lease materials, domestic food products in transit and storage, etc., an opportunity to present their operating conditions more intelligently to the War Production Board. If this is accomplished, then it will be possible to gain at least an A-3 or better priority for those justly entitled to them when new equipment for efficient operation is needed.

Naturally the article in the March issue, "We Face a Common Labor Shortage" arouses the question among most warehouse and food distribution plants, "How can we handle our commodities and obtain mechanized equipment to reduce our handling time with present labor shortages without at least an A-3 priority?"

I will very much appreciate your comments.—Reader.

**Answer**—The question of priority ratings when materials handling equipment is needed by a warehouseman or other organization is determined by what the buyer is able to do in convincing the War Production Board at Washington that this equipment is needed vitally. This is accomplished through intelligent answers on the part of the buyer to the questions asked in Form PD-1-A.

As we understand it, the assignment of priority rating from Washington will be determined according to whether the warehouse is engaged in Government storage of foods and other war materials, the extent of same, and most important, the full explanation that is given to justify why this equipment is needed in the light of affording labor more aid, better stacking and more economical use of storage space.

We have further found that where the buyer is dealing with the Army and Navy, in particular, little time is lost in securing priority ratings that will permit the buyer to secure what he needs. This is so, regardless of what priority rating the manufacturer of the materials handling equipment may be operating under or may require in order to take care of the buyer's needs.

There is no set priority rating; one company, accord-

ing to the business it is doing with the Government, will be on a favorable basis; while another in the same industrial classification, will not fare so well, simply because it has not seen fit to enter into Government contracts or has too little of it.

We believe the answer to the problem you present is to a great extent one that should be fought out at Washington, when all else fails, by the trade group representatives who are there to protect their constituents.

**Editor's Note:** For further enlightenment on the subject of priorities, please refer to the inside back cover of this issue.

## Lumber in Latin America

WE note that in your excellent review of Latin America published in your April, 1942, issue, you mention that in some 15 countries of Latin America having vast forests of hardwood, large scale production awaits normal world conditions. Assuming that you mean for export, may we comment as follows:

There has been considerable misunderstanding of the possibilities of greater development and export to the United States of tropical hardwoods other than those imported for many years. The data which we have on the other tropical hardwoods in South America indicate only long-time development for most of these species. This is due to much scattered locations of individual trees of presently commercialized species as well as of the many hundreds of others for which uses and processing are not yet determined. For instance, we understand that a large American sawmill in the Amazon rubber area has been entirely idle for several years, and while offered for sale is still unsold so far as we know.

We think it probable that the Rio Conference of January, 1942, had such conditions in mind, in drafting its resolution on raw materials. That was in summary as follows:

"Policy directed toward greater industrialization of those raw materials which present favorable and permanent economic possibilities both as to production and markets."

Misleading information in this tropical hardwood matter has been variously circulated. Certain statements last year led us to address a letter to the Office of Foreign Agricultural Relations.—J. C. Nellis, Secretary, Export Service, National Lumber Manufacturers Assn., Washington, D. C.

In his answer to the above letter, J. Seward McCain, author of the article in question, stated that he was merely attempting to appraise briefly some of the developments that the future holds in store for Latin America. He stated further:

"No exhaustive discussion of the lumber situation was intended, especially with respect to possible exports of lumber from Latin America to the United States. Lack of space and of specialized knowledge of the subject forbid. The observations represented obvi-

(Continued on page 75)



**Let No Space Be Wasted That Might Be Used to Carry Overcoats, Warm Wool Socks, or Cigarettes to the Boys in the Front Lines—No Space That Might Be Used to Carry Millions of Carloads of Guns, Ammunition, Planes and Other Materials of War**

# HEAVIER LOADING OF

**T**HE words of the popular song, "They started it but we'll finish it—let us all put our shoulders to the wheel" contains a challenge to the ingenuity and resourcefulness of all engaged in transportation and distribution.

The war, with its utter dependency on fast and efficient transportation, offers the traffic profession an excellent opportunity of demonstrating to business executives "the stuff that it is made of." The Nation, both government and business, needs trained and experienced traffic men to move the gigantic production of our factories with speed and efficiency to the war zones. The huge task of quickly producing war materials unquestionably requires the best brains of the country but it will be wasted effort if it cannot be placed in the hands of our fighting men in the places where it will bring the wrath of America upon her ruthless enemies.

The knowledge of how to transport the billions of dollars of war production to the front lines is the job of the traffic manager. We hear a lot these days about "lines of communications." In slightly different words this is an old story to the traffic manager because long years of experience have taught him how to move freight to markets by available and the most efficient media of transportation—rail, truck, water, air or any combination of these. Let traffic men put their shoulders to the wheel and demonstrate to the business executive how it is done and "keep 'em rolling."

## Heavier Loading

One of the more important ways in which the traffic manager can help in conserving the use of freight cars and maintain a fluid

car supply for the movement of war materials is by means of heavier loading. If he represents a supplier, he should study his product, the packing, method of loading and do everything in his power to encourage the heavier loading of his product. This means, of course, that stocks held in warehouse awaiting distribution should be replenished less frequently but in larger quantities—maximum loads, if possible. By the same token, carload customers should be advised of the maximum quantity that can be loaded in a freight car and transported with safety to the loading. On the other hand, the traffic manager representing carload receivers or distributors should inquire of suppliers how heavily cars can be loaded and endeavor to encourage the ordering of maximum loads by his company.

## Not Easy

All this sounds much easier than it works out in practice because it requires imagination, initiative, research and study on the part of the traffic manager in order to determine, first, what can be done in his case and, secondly, how it is to be accomplished. Then he must "sell" his findings and encourage his conclusions in the minds of his superiors which are often drowned in the seas of apathy and complacency because they do not understand and comprehend the serious consequences of a possible car shortage.

However, the problem of heavier car loading is not insurmountable. Much good work has already been accomplished but, unfortunately, the surface has only been scratched. Everyone must put his shoulder to the wheel and help in some manner.

If your traffic manager and other readers in charge of transportation have made some improvement

in this direction, let *DandW* know about it. Their work and accomplishments may serve to help some other fellow solve his problem.

Here are some illustrations of what has been done through the efforts of certain traffic managers and traffic departments.

## Shelled Raw Peanuts

These are usually packed and shipped in burlap bags weighing 125 lbs. each. The carload minimum weight is usually 30,000 lbs. Suppliers have found that they can conveniently load 60,000 lbs. in 40-ft. cars and are encouraging customers to order such quantities.

## Bicarbonate of Soda and Soda Ash

These commodities are usually packed in 4 walled paper bags and contain 100 lbs. each. Normally, they are shipped in 450 or 500 bag quantities although the carload minimum weight is much less. Investigation has shown that they can be transported in 800 bag loads in 40-ft. cars without any inconvenience in loading or unloading.

## Corn Starch and Corn Sugar

These commodities are usually packed in 4 walled paper bags containing 100 lbs. each. The carload minimum weight is generally 40,000 lbs. but cars often were loaded in normal times to 500 or 600 bags. Investigation has shown that 800 bags loaded in 40-ft. cars will carry safely.

## Lime

This commodity is usually packed in 50-lb. paper bags. It is one of the heavier loading commodities. It has been demonstrated that it can be loaded to 2,000 bags or 100,000 lbs. per car.

# OF FREIGHT CARS

## Salt

The carload minimum weight for package salt is usually 45,000 lbs. and for bulk salt, 80,000 lbs. The package salt is packed in 4 walled paper bags or in cotton bags of 100 lbs. each. The paper bags contain one sheet or wall which is laminated with asphalt. It is inserted primarily for moisture purposes but also adds to the strength of the bag. The commodity is also packed in paper cartons and round boxes for public or table consumption. These are then packed and shipped in corrugated shipping containers. It has been found that bulk salt will load as high as 60 tons in 40-ft. cars; salt in cotton bags as high as 60 tons; salt in paper bags as high as 40 tons and salt in shipping containers 30 to 40 tons.

## Crude Talc

This commodity is packed in 50 or 100-lb. paper bags. It has been found that it will load to 100,000 lbs. in 40-ft. cars.

## Meal from Soya Bean, Meat, Vegetable Oil Cake, Etc.

These commodities are usually shipped in burlap bags. They are inclined to be bulky but it has been found that they will conveniently load to 700 bags per 40-ft. car. Each bag weighs 100 lbs. so that the car weight would be 70,000 lbs., although the carload minimum weight is usually 40,000 lbs.

## Sugar

This commodity is packed in paper lined burlap bags, paper or cotton bags. It has been found that the burlap and cotton bags can be loaded to one thousand 100-lb. bags per 40-ft. car.

If all freight cars could be kept moving just 1/2 hr. per day more than now, the available car supply would be increased by 340,000 cars—or more than all the car shops could turn out in 2 yrs.

## Flour

This commodity is packed and shipped in many different types and sizes of packages. Although the general average of all carload shipments of flour is probably only 50,000 to 60,000 lbs., much of it has been moving in 400-barrel or 80,000-lb. cars. Many flour mills are now working and experimenting in the loading of 500-barrel cars. In shipping packages, this is 7 thousand 140-lb. jute bags or one thousand 98-lb. cotton bags. The feasibility of shipping 700 jute bags has been adequately demonstrated but the loading of one thousand 98's presents more of a problem to some mills. The Millers' National Federation, an association of flour milling companies, has sponsored the loading of 500-barrel cars of flour and 800 sack cars of feed

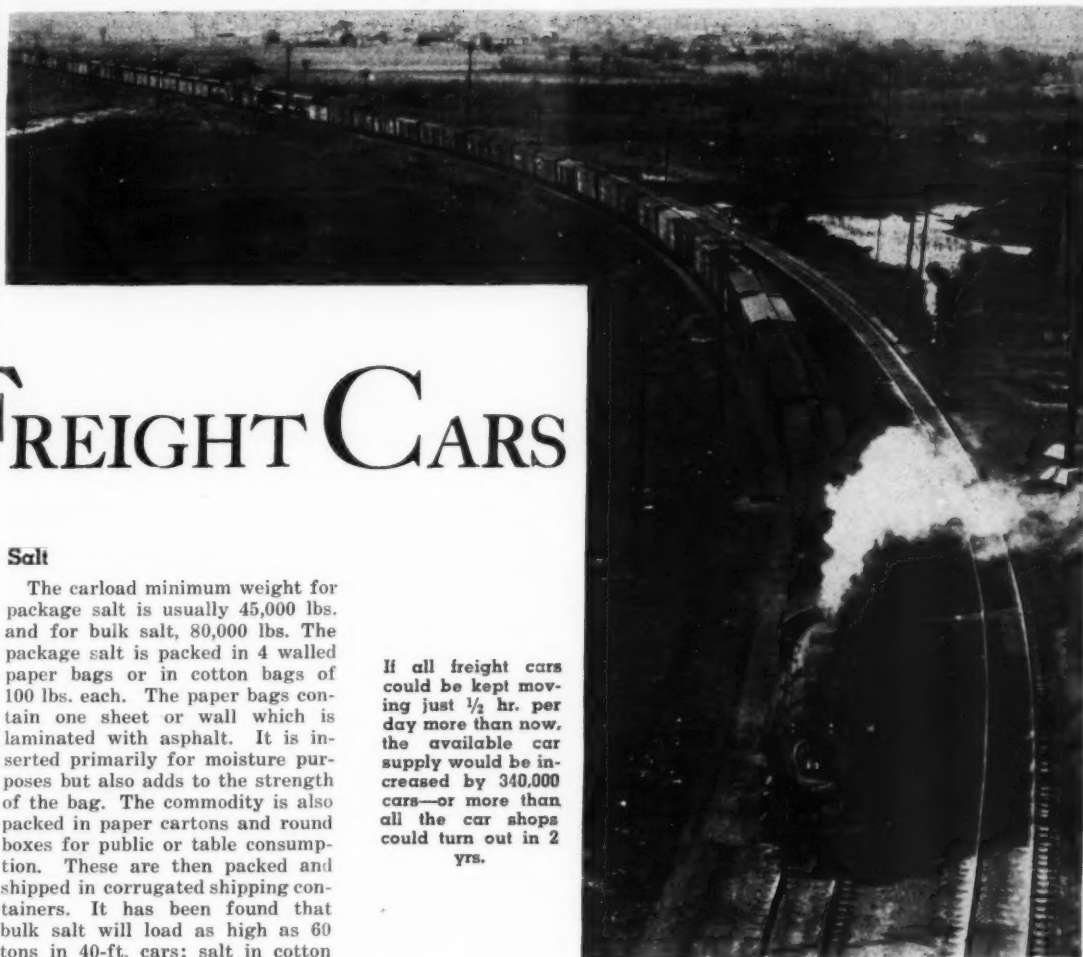
## Barrelled Goods

It is not always practical to double-deck cars of barrelled goods because of the weight of such barrels. As an example, barrels of

corn syrup, malt, molasses, etc., usually weigh about 750 lbs. and the shippers and receivers do not always have tiering equipment to handle such heavy units. To insure a maximum floorload, however, suppliers have requested that they be permitted to load cars to their maximum floor capacity, whenever possible. This may seem to be a very small saving of space but when one considers that customers often ordered 60 barrels, which were loaded in a 40-ft. car that had a floor capacity for 69, 70 barrels, etc., one can understand that there was a 15 per cent waste of floor-space. The elimination of such waste can amount to a saving of several hundred cars in a heavy shipping industry as well as provide "tighter" loads and cheaper loading costs.

## 40-Ft. Cars

This type of railroad equipment is considered to be the "heavy duty" equipment because it more generally fits shipper requirements as to cubical capacity without penalty (Rule 34) as well as weight



carrying capacity—as high as 123,000 lbs. loading capacity. Usually, 40-ft. cars range in length from that figure to 40 ft., 7 in. The width and height vary also. From a weight standpoint, they are divided into 2 classes, i.e., 40-ton or 80,000-lb., and 50-ton or 100,000-lb. capacity. The actual load limit may vary, in the case of 40-ton cars, from 88,000 to 92,000 lbs., and in the case of 50-ton cars, from 110,000 to 123,000 lbs.

There are many traffic managers who do not realize the importance of these variations and it may be well to become familiar with them so that they will order and use the kind of equipment needed for their product and not deprive some other shipper of the type that can be used more advantageously by him. As an example, in those heavy loading industries where commodities can be shipped in 50 and 60-ton quantities, they require the 40-ft. class of cars that can carry that weight. Unfortunately, they can only secure about 50 per cent of their requirements because some other fellow is using a 50-ton car in which to load only 20 or 30 tons. A 40-ton car may do just as well in the latter case. The heavier loader is prevented from loading beyond the stenciled load limit of the car without assuming the responsibility for overloading. Likewise, certain industries require cars of certain lengths and height in order to economically load their products. It

will be of immeasurable assistance in the car conservation program if traffic managers will see to it that proper 40-ft. car equipment is ordered and used, whenever possible.

### Cars for Reloading

Many industries, having private sidetracks, receive inbound cars loaded with raw materials or supplies and require certain equipment for outbound loading. The outbound loading requirement may be for 36, 40 or 50-ft. car equipment. In the case of 50-ft. cars, they may require double doors or end doors. In the case of 40-ft. cars, they may require cars of a certain length, width, height or weight carrying capacity. As an example, a heavy loading industry may require 50-ton cars for outbound loading or a shipper of a bulky commodity may require a 40-ft. car of a certain height for maximum loading. It would be well, in such cases, if the traffic manager instructed inbound suppliers to load cars of certain specifications, whenever possible. This would assist greatly in the car conservation program because one of the fundamental objectives is to increase the "rolling time" of freight cars. Statistics show that out of every 24 hrs., the average freight car "rolls" only 3½ hrs. If all freight cars could be kept moving just one-half hour per day more than now, the available car supply would be increased by 340,000 cars—or more than all the car

shops in the country could turn out in 2 yrs. It is the traffic manager's duty to his country to increase the "rolling time" as much as possible through the better use of railroad equipment.

### Completely Unload All Cars

All freight cars must be completely unloaded before their return to railroads. If debris is left in a car after unloading, the freight car must be switched to a "cleanout track," resulting in the loss of the use of the car for not less than one day in each case. In the course of a year, this careless housekeeping results in the loss of several million-car days. It will not take much effort to eliminate this waste if car unloaders are properly cautioned about it.

Let no space be wasted that might be used to carry overcoats, warm wool socks, tropical clothing or cigarettes to the boys in the front lines—no space that might be used to carry millions of carloads of guns, ammunition, planes, tanks, medical supplies, food and other materials for war, where they are needed most. Make it a full load. "Keep 'em rolling" in order to "keep 'em flying, sailing and fighting."

Send in your comments, suggestions, observations and accomplishments to *DandW*. Your idea may help some other fellow solve his problem and put another spoke in the wheel.

### More Short Hauls of Texas Oil by Truck

Scores of Texas applications for permits to haul crude oil and its products by motor truck have been granted by the Railroad Commission during the last 60 days. Acting under Federal and State authorization, the oil industry in Texas is now using trucks for transporting oil and its products up to a distance of 100 miles.

The plan for using trucks for this purpose was worked out by a special committee of the petroleum industry, headed by Harry C. Wiess of Houston, and approved by Harold L. Ickes, Federal Petroleum Co-ordinator.

By relieving railroads of short hauls, the movement of crude by rail from Texas to the Atlantic seaboard will be expedited, it was explained.

The theory of the Transportation Committee's action is that all available railroad tank cars should be released from short hauls, in order that they may carry Texas oil and products to Eastern points.

A truck tank can carry from 1,000 to 4,000 gal. Loads might be increased except for the State law limiting gross loads to 38,000 lbs. —*Hornaday*.

### Hayes Freight Lines Expansion

Hayes Freight Lines, Inc., Mattoon, Ill., has purchased the operating rights of the Reliable Transit Co., the Quincy-Rock Island Transfer Co., and the Whitney Transfer Co., Bowling Green, Ky. With the Reliable purchase, the Hayes Lines now tap from 2 directions the rich industrial and commercial center known as the Tri-Cities — Davenport, Moline and Rock Island; the rights are between Chicago and the Tri-Cities and Clinton, Ia. The Quincy-Rock Island Transfer Co. purchase gives access to the Tri-Cities from the South. The Whitney Transfer Co. purchase gives extensive coverage in the States of Kentucky and Tennessee in both interstate and intrastate operations.

The Hayes operations cover approximately 17,500 route miles covering 1,500 points in the States of Illinois, Indiana, Missouri, Iowa, Ohio, Kentucky and Tennessee. The company began its service back in the horse and wagon era of a half century ago. It employs 1,750 and gives daily service in both truckload and less-truckload traffic on a scheduled basis, handling more than 6,000 shipments daily.

### Penalty for Misuse of Tires

Col. J. Fulmer Bright, Virginia's rationing administrator, has warned truckers that failure to exercise reasonable care in operating their vehicles after being permitted to buy new tires to replace those worn out will bring about a denial of a chance to secure subsequent tire certificates. Local boards have been warned to deny certificates when it has been found that trucks are loaded too heavily, driven too fast, or driven into places where tires are certain to be snagged.



# IN THE *Cold Storage* FIELD

## Reefer Cars for Perishables Only

A threatened shortage of railroad refrigerator cars has resulted in an order issued by Joseph B. Eastman, Director of Defense Transportation, directing refrigerator car companies and railroads to distribute refrigerator cars for shipment of perishable products only.

The action was taken, Mr. Eastman said, because of the increasing volume of traffic moving in refrigerator cars and the increased distances such traffic is moving. —Manning.

## Refrigerated Warehouses Asked to Convert More Freezer Space

If America is to become the food arsenal of the United Nations, immediate steps must be taken to insure adequate refrigeration space to store the food supplies of coming seasons, the Office of Defense Transportation has pointed out.

An all-time high demand for refrigerated storage space is expected next autumn as a result of increased production of perishable foods to meet military, civilian, and lend-lease requirements.

Reports to the Refrigerated Warehousing Section of the O.D.T.'s Division of Storage show that occupancy of refrigerated warehouses in some sections of the country is substantially higher this spring than in previous years. Shortages of refrigerated warehouse space may develop as the production season advances, unless additional space is made available. A program to forestall future shortages has been undertaken by the Division of Storage.

Refrigerated warehousing is of 2 general types. Cooler space (30 degrees) is used for the storage of fresh fruits and vegetables, eggs, cheese, lard, and certain packinghouse products. Freezer space (zero) is used for the storage of frozen fruits and vegetables, fresh meats, fish, poultry, frozen eggs, and butter.

In recent years the trend has been toward increasing use of freezer space, with a corresponding reduction in the relative importance of cooler space. Wartime conditions are accentuating this trend. Heavy increases in 1942 production quotas of pork and other meat products, poultry, dairy products, eggs, and other perishable foods will make it necessary to provide large amounts of freezer space. At the same time, the shortage of tin containers is expected to result in a marked increase in the production of frozen foods, which require freezer space for storage.

To meet expected demands for storage space, and to provide for unpredictable contingencies, with a minimum expenditure of materials and equipment, O.D.T. officials have recommended to the refrigerated warehousing industry that about 11,500,000 cu.ft. of space in cooler warehouses be converted to freezer space in areas where production, processing, and market demands indicate additional facilities are needed. A conversion program of this magnitude would increase the total amount of freezer space in public refrigerated warehouses by about 10 per cent. At present, total cooler space in public warehouses amounts to about 259,000,000 cu.ft. and total freezer space to about 113,800,000 cu.ft.

Conversion of cooler to freezer space involves little new construction and is relatively inexpensive. In most cases, conversion can be effected by adding insulation and pipe coils to existing cooler facilities. Additional refrigerating machinery is necessary in some cases.

Conversion of between 2,000,000 and 3,000,000 cu.ft. of cooler space to freezer space is already underway. Since the conversion process takes from 3 to 6 mos., O.D.T. officials point out that speedy action by operators of refrigerated warehouse facilities is necessary in order to make available an additional 8,500,000 to 9,500,000 cu.ft. of converted freezer space in advance of the season of peak demand which begins in August.

## Blanket Repair Rating for Commercial Refrigeration

The War Production Board has granted high preference ratings for deliveries of materials needed for repairs to air conditioning and refrigeration equipment under Preference Rating Order P-126 issued April 20, 1942.

The top rating—A-1-a—is available in the case of an actual breakdown of equipment used primarily to process, transport, or store food and dairy products for the Army, Navy or Maritime Commission, or used in cold storage warehouses, meat-packing houses under U. S. Government inspection and blast furnace air conditioning.

Other ratings, each in the "A" class, are provided to avert breakdowns of essential equipment of all types, except domestic mechanical refrigerators. No rating is available for repairs to household refrigerators.

The program will be administered by W.P.B.'s Air Conditioning and Commercial Refrigeration Branch. Ratings assigned under the terms of the order will be available only until June 30, 1942. In addition to the A-1-a rating in the case of actual breakdowns of equipment deemed most essential for the country's health and safety, the order makes available the following ratings:

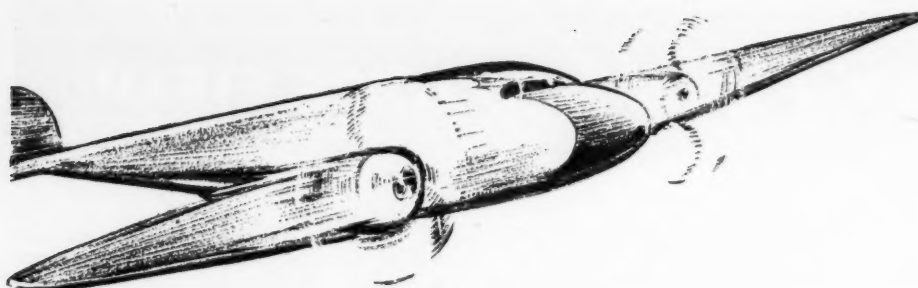
A-3 to avert an immediately threatened breakdown of any of the types of listed equipment for which the A-1-a rating is available in case of actual breakdown.

A-3 in the case of actual breakdowns of equipment used generally to process, transport or store food and dairy products, including equipment in retail establishments where food is stored or served, and used in manufacturing plants actually engaged in filling defense orders as defined in Priorities Regulation No. 1.

A-8 to avert an immediately threatened breakdown of any of the types of equipment covered in the A-3 classification as listed in the preceding paragraph.

A-8 for emergency service to all other types of air conditioning and refrigerating equipment, except domestic mechanical refrigerators, and for deliveries of materials needed to maintain an emergency service inventory.

The ratings may be applied only by designated Emergency Service Agencies and their suppliers. In order to obtain designation, an agency must be regularly authorized to represent a manufacturer, owner or lessee of air conditioning and refrigerating equipment, and must obtain a serial number from W.P.B. after first making application on Form PD-399.



## *Some Problems of* **AIR CARGO DEVELOPMENT**

By JOHN H. FREDERICK

Professor of Transportation  
and Industry, The University of Texas.

**T**HE possible effects of air cargo transportation on future marketing policies, when the expanded air cargo transportation system now devoted to war activities becomes available for all shippers, can be visualized if we consider that the airplane has reduced the size of the United States, measured in terms of travel time, to the size of the state of Pennsylvania. Just think what this will mean to national distribution! In distribution time we have reduced the Nation to the size of a State and for many products centralized distribution — all shipments being made directly from factory to points of effective consumption — may again become possible. But this must wait for a while since today the scheduled airlines are operating into and out of only about 200 cities in this country. Air cargo shipments would of necessity be limited to these towns and cities at least for the present but the number of airports available and cities served will increase rapidly as time goes on. But until air cargo transportation reaches more points directly, national distribution by such means will still be a dream for most points.

There are also a number of problems yet to be ironed out before air cargo transportation can be used by the average shipper. This is so because there are 3 important factors to be reckoned with in carrying freight by air.

These are: (1) Air operations or the actual flying of the freight. (2) Ground operations or the gathering and distributing of cargo to and from shippers and airports. (3) Sales operations or the building up of simple, flexible tariffs and the solicitation of business under these tariffs.

The development of aircraft construction has reached the point where an all-cargo plane, generally similar in appearance to the passenger planes now in use or under construction, could operate at airport to airport rates of approximately 10 cents per ton-mile. It is an interesting corollary of air transport economics that the larger the cargo plane the less the ton-mile cost. Planes built twice the size of the largest passenger plane at present in operation are now planned. This means that 10 cents a ton-mile rates are really only scratching the surface of the eventual rates. In fact, the possibilities of air cargo, both from a rate and volume standpoint, stagger the imagination of even the enthusiasts now engaged in air transportation.

### **Speed a Factor**

It is predicted, for example, that cargo planes will be in the air soon flying at better than 200 miles per hour, with a possible speed of 350 miles as a probable goal. Compare these speeds with ground transportation for even our fastest express and freight traffic with railway express moving on passenger trains at an average speed, the country over of 40

miles per hour; fast railroad freight on scheduled freight trains often moving at about 36.5 miles per hour the country over; and ordinary freight moving at an average speed throughout the country of about 24 miles per hour.

It is also predicted that the first all-cargo planes to be put in operation will be of approximately 3,000 cu. ft. capacity, able to carry about 10 tons on a weight basis. Furthermore, it is thought that within 5 yrs. after the introduction of these planes we will be using equipment twice as large — 6,000 cu. ft. with 20-ton capacity. In comparison, the average freight car capacity is about 37 tons and the average size approximately 3,000 cu. ft. Cargo carrying planes will, therefore, be really flying freight cars from the standpoint of size, capacity and loading facilities, that is, ingress and egress.

One handicap which the plane will have as a bulk freight carrier will be its relative immobility. That is, one cannot place planes alongside manufacturing plants on sidings as one does a freight car; planes can not be placed on lighters and floated to various parts of a port as can freight cars; planes must have airports at which to land and from which to take off and an airport capable of handling the large planes such as will be used for air cargo must be of considerable size and cost a good deal to construct and maintain; finally due to the construction of a plane with its wingspread it will be im-

possible to handle as many planes as freight cars within a given space on the ground. But this does not interfere with the use of planes for merchandise freight, particularly in less-than-carload quantities, which will be assembled at airports.

But perhaps the biggest problem facing the airlines is preparing to make the rates for air cargo. A flexible system of rates will have to be devised. Nothing is more intricate than railroad and motor carrier tariffs as they are now constructed. It is, however, entirely possible to evolve a simple and flexible set of rates for air cargo that will make it a comparatively cheap form of service for the shippers and comparatively easy for traffic managers to understand the tariffs. It is entirely possible, in order to make air cargo operation a real success, that rates from West to East, where the natural flow of traffic of the type likely to go by air is much lighter, may be put on an entirely different basis than those from East to West where the flow of such traffic is heavier. Some rates may be put on a deferred basis for shipments held at an airport for a time, not to exceed a certain number of hours, in order that they may be used as back-logs to build up full plane loads. Even on this deferred basis such shipments will reach their destination many times faster than they would if shipped immediately by rail due to the tremendous speed of the airplane. There might even be bargain rates

This is the 2nd article by Dr. Frederick on various aspects of air cargo, the first appearing in the January issue.

Coming articles will be titled "Who Will Use Air Cargo Services" and "The Traffic Man and Air Cargo."

for special periods during a day or for days in the week when ordinary traffic did not offer itself in sufficient volume. Air cargo rates should, above all, be kept flexible so that they may be made to suit the needs of particular types of shipments and the contingencies that may arise in developing traffic.

Rates will undoubtedly be reduced from the present high air express level as time goes on. They will have to be. At present rates for air express, which is the only way an ordinary shipper can send air cargo today, it costs more per pound to ship a package than it does to travel yourself. There is, however, an important difference. The package does not need a stewardess, as much heat, sound proofing, comfortable chairs, electric reading lights, meals aloft, and the facilities for serving them. The package needs no fancy advertising promotion, no elaborate ticket offices or terminals. For

example, a 200-lb. passenger with 40 lbs. of baggage pays \$139.75 to fly from Washington, D. C., to Los Angeles. An additional 200 lbs. of trimmings is required for his comfort or a total of 400 lbs. Yet a 200-lb. shipment from Washington to Los Angeles by air, requiring little room, no luxurious trimmings and no stewardess, costs \$184.

In short, if rates per ton-mile for passengers is fair throughout the air transportation industry at about 50 cents a ton-mile and is profitable to the airlines, then the present rate on air cargo is exorbitantly high and shippers are justified in wondering where they come out in the deal. Authorities in the airline industry say that all the trimmings needed to satisfy a passenger are usually about equal to the weight of passenger carried. The average passenger load factor on the commercial airlines of the United States during the first 9 mos. of 1941 was 59.4 per cent and is even higher today. Therefore, if a deferred air cargo operation could be introduced so that the carriers could always count on a full load and if the fixings and trimmings which cause the real effective weight of passengers carried to be doubled could be eliminated, it would follow that the rate for an air cargo ton-mile should be approximately one-quarter of the passenger rate per ton-mile, and at this rate the airlines would make about the same profit.

(Continued on page 71)

## Improved Coast-to-Coast Transportation

MAKES THE U. S. SMALLER AND SMALLER

In 1856-29 Days ..... Rail and Stage



In 1860-18 Days ..... Rail and Pony Express



In 1869-7 Days ..... First Transcontinental Railway



In 1930-90 Hrs. .... By Railroad



1942-16 Hrs. .... By Air



Courtesy, United Air Lines



## Personnel

D. S. Adams, president of the Adams Transfer & Storage Co., Kansas City, Mo., has been called into active duty as a Colonel in the Army. He is now stationed at Charlottesville, Va. Mr. Adams has resigned as a member of the Merchandise Warehouse Industry Advisory Committee.

Amos E. Brooks, secretary-manager of the Southwest Warehouse and Transfermen's Assn., has received an appointment as a captain in the Army Quartermaster Corps, Ordnance Section. He received instructions on May 1 from the Adjutant General to proceed on May 6 to Washington to report for active duty. The board of directors of the group voted to have Mr. Brooks' work carried on by the assistant secretary, Beatrice Parker; it also appointed Roscoe Carnrike as acting secretary to advise with and direct Miss Parker in the work. Consideration was also given to selection of a full-time temporary secretary, who will travel to contact certain officials; a sub-committee will make this selection.

Douglas Miller, formerly vice-president of the Consolidated Warehouses, New York, which has ceased operations, has become general traffic manager of the England Company, Inc., Div. of Superior Felt & Bedding Co., Brooklyn, N. Y.

S. J. Beauchamp, president of the Terminal Warehouse Co., Little Rock, Ark., and a director of the Allied Van Lines, Inc., Chicago, was given a testimonial dinner late in April, following his appointment as a major in the Supply Section of the Army Corps of Engineers. Major Beauchamp reported for duty last month and is stationed at Columbus, Ohio, for training.

Morrill Wiggin, president of Manufacturers Warehouse, Boston, has entered government service as a civilian expert for the War Dept.'s services of supply. Mr. Wiggin has resigned as president of the Foreign Commerce Club of Boston, and has been replaced by A. Douglas Cook, manager in New England territory for the Moore-McCormack Lines. William Lippman and C. H. Hurley, Jr., have become first and 2nd vice-presidents, respectively. Among the new directors elected were: T. W. Haskell, Boston Tidewater Terminal, Inc.; and S. L. Whipple, Jr., Wiggin Terminals, Inc.—*Wellington*.

Edward D. Byrnes has become executive secretary of the National Warehousemen's Assn. Mr. Byrnes has been intimately acquainted with all the various warehouse associations for the past 20 yrs. and brings an experience that well fits the requirements of this group. In his operation of the Warehouse Press, which he relinquishes, it was necessary for him to keep abreast of every activity of trade associations from accounting to legislation. At the Winter convention of the association the board of directors authorized the employment of an executive secretary. The manifold duties imposed upon the elected secretary and the necessity of responding to the demands of the membership for information due to national defense, made necessary the services of a full-time secretary.

LeRoy D. Owen, vice-president and operating executive of Westland Warehouses, Inc., Los Angeles, has been appointed chairman of the harbor section of the Los Angeles Chamber of Commerce foreign trade committee. His appointment follows 2 yrs.' vice-chairmanship of the harbor section. He succeeds R. L. McCourt, former chamber president. Mr. Owen is a former president of the Junior Chamber. It is understood that he

will continue on with his work as vice-president of Westland Warehouses, Inc. During the past 2 yrs. Mr. Owen was East on leave of absence for over 6 mos., when he acted as special assistant to the president of the AT&SF Ry. Co.

James C. Calvert, rodeo master for the American Trucking Associations, Inc., is now a major in the Army Air Corps. He was recently ordered for active service with the Engineering Production Div. of the Army Air Force. He served in the first World War as a captain in the Army Air Force. He became affiliated with the A.T.A. in February, 1940, and since then has worked with State motor truck associations on arrangements for State and regional truck driving contests and the annual national contest.

Dr. Henry F. Grady, president, American President Lines, with 4 others, will go to India by plane on a State Department mission, to make economic surveys in that country with a view to American aid to India's war effort. The United States advisory commission is headed by Colonel Louis Johnson, one-time assistant Secretary of War. Other members of the mission are: Arthur W. Herrington, president, Society of Automotive Engineers; Harry E. Beyster, president, Beyster Engineering Co.; Dirk Dekker, personnel director, Illinois Steel Corp. The advisory mission, details of whose activities are held confidential, expected to leave by plane for India by mid-March.—*Gidlow*.

Walter Bockstahler has been placed in charge of a newly-created Section of Merchandise Traffic ODT. He was formerly head of the Traffic Channels Section and is replaced therein by G. A. Warren, of Burlingame, Cal., at one time connected with the Pennsylvania R.R.

H. O. Sites, general manager of the Portland-Pendleton Transport Co., and president of the Oregon Transport Assn., has been appointed manager of the newly established Portland, Ore., district office of ODT. His principal duties are to conserve transportation facilities through elimination of empty returns and through pooling arrangements.—*Haskell*.

Ralph R. Luddecke, general traffic manager of the Fleischmann Distilling Corp., has been appointed chairman of the Traffic Advisory Committee of Industrial Alcohol, Distilled Spirits and Molasses. Other members are: Charles W. Braden, general traffic manager of National Distillers Corp.; Roy V. Craig, general traffic manager, Century Distilling Corp.; Edward Susky, general traffic manager, Schenley Distillers Corp.; Frank H. Luther, general traffic manager, Joseph E. Seagram & Sons, Inc.; H. W. MacArthur, general traffic manager, U. S. Industrial Alcohol Co.; H. E. Seel, general traffic manager, Commercial Solvents Corp.; and C. L. Weatherholt, Brown Forman Distilling Co.—*Kline*.

Sidney A. Smith, president of Anchor Storage Co., Chicago, is again hale and hearty after a prolonged illness that necessitated his departure to Florida last November. He attended as a delegate the recent convention at Chicago of the U. S. Chamber of Commerce.

W. J. Croul, president of Riverside Storage & Cartage Co., Detroit; W. C. Stevens, Flint Fireproof Warehouse Co., Flint; and G. R. Walt, manager of Lansing Storage Co., Lansing, have entered service in the armed forces. These men were officers of the Michigan Furniture Warehousemen's Assn., and as a result, the following have been elected to fill their places: J. D. Edgett, Edgett & Hall Transfer Co., Battle Creek, executive vice-president (replacing Mr. Croul); Henry H. Stevens, Flint Fireproof Warehouse Co., Flint, vice-presi-



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dent of moving division (replacing J. D. Edgett); George H. Beck, secretary of Fireproof Storage Co., Lansing, treasurer (replacing G. R. Walt); and Roy L. Leonard, director (replacing W. C. Stevens).

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Dean Wayne Lyman Morse has resigned as chairman of the Pacific Coast Maritime Industry Board because of pressure of his duties as a member of the War Labor Board. Professor Paul Eliel, formerly vice-chairman, has replaced Mr. Morse.

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L. H. Robinson, White Line Transfer & Storage Co., Des Moines, has become president of the Iowa Warehousemen's Assn. F. J. Roederer, Roederer Transfer & Storage Co., Davenport, is secretary-treasurer. Directors include J. Long, Cedar Rapids Transfer & Storage Co., and John Rude, Central Iowa Storage Co., Marshalltown.

E. W. Ford was recently elected vice-president and director of the Warehousemen's Assn. of the Port of New York, replacing W. C. Crosby, now in Government service. H. E. Simpson was elected a director to take the place of L. J. Coughlin; and J. L. Cooke was also elected a director to take the place made vacant by Mr. Ford's elevation to the office of vice-president. Mr. Coughlin, formerly vice-president of Tidewater Terminals and Inland Warehouses, is in charge of the operation of the Army's intransit depots.

A. S. Davis has been appointed traffic manager of the Southeastern Shipbuilding Corp., Savannah, Ga.

C. R. Shively has become traffic manager of the Caterpillar Military Engine Co., Peoria, Ill. R. J. Rhodes has become assistant traffic manager of the Caterpillar Tractor Co., succeeding Mr. Shively.

G. G. Heller has become general traffic manager of Shein's Express, New York City, replacing J. J. Johnston who has joined the New York field office of the Motor Transport Div. of the O.D.T.

J. A. McAllister is the new traffic manager of McKesson & Robbins, San Francisco, succeeding George Fairbairn, who has been transferred to the sales department.—Gidlow.

Edward Gogolin has secured a leave of absence as manager of the Pennsylvania Motor Truck Assn., Harrisburg, to accept the post of Federal co-ordinator of a program to increase the present hauling loads of trucks. He is working on a plan with Joseph B. Eastman and it will first be tried in the Eastern seaboard States. He will be assisted by Everett Harding, Philadelphia. Mr. Eastman has asked Governor James of Pennsylvania to name a co-ordinator for the State to work with the Federal officials of the plan.—Baer.

E. F. Powell, traffic expert, has become secretary-manager of Transco-Systems, Inc., Denver, Colo., replacing F. R. Nogg who is on leave of absence from Watson Bros. Transportation Co., Omaha, Neb.—Gidlow.

Jack Peckham is newly-elected secretary-manager of the Montana Transport Assn., replacing W. D. McConnell, now in service. Mr. Peckham was with the International Harvester Co.—Gidlow.

E. H. Burgess, general solicitor, Lehigh Valley R. R., has been elected chairman of the Traffic Executive Assn.—Eastern Territory and of the Trunk Line Assn. He succeeds D. T. Lawrence, who retired after 52 consecutive years of railroad service. N. W. Hawkes, chairman, Freight Traffic Managers' Committee, Trunk Line Assn.,

has been appointed vice-chairman, succeeding Harry Wilson, retired, after 58 years of continuous railway service. C. A. Major, assistant general counsel of the Lehigh Valley R. R., succeeds Mr. Burgess as general solicitor.

W. E. Dent has become general manager of Smith's Transfer & Storage Co., Washington, D. C. R. J. Wood has been made general sales manager. The company recently added 100,000 cu.ft. of space through acquisition of a warehouse on Georgia Avenue.—Jones.

H. B. Perkins, formerly with the New York office of Greyvans Lines, Inc., has been named manager of the Newark, N. J. branch office.

R. A. Bentley, general traffic manager of the National Tea Co., Chicago, was elected president of the Chain Store Traffic League at its annual meeting in St. Louis, April 24 and 25. Other officers: F. H. Tyler, traffic manager, Sperry Hutchinson Co., New York, Eastern vice-president; N. W. Putnam, traffic manager, Gamble Skogmo, Inc., Chicago, Western vice-president; J. L. Faulk, traffic manager, Morgan and Lindsey Co., Jasper, Texas, Southwestern vice-president; and E. G. Twist, assistant traffic manager, J. C. Penney Co., New York, secretary and treasurer.

R. H. Thompson, traffic manager, Maytag Co., Newton, Ia., and chairman of the traffic committee of the American Washer and Ironer Manufacturers' Assn., has become chairman of the classification committee for the National Industrial Traffic League, succeeding W. J. Williamson, formerly general traffic manager of Sears Roebuck & Co., Chicago, now a colonel in charge of the War Dept.'s Office of Traffic Control.

Robert O. Crowe, former executive vice-president of the Los Angeles Railway Corp., has been named assistant director of the Office of Defense Transportation Division of Local Transport, in charge of the Pacific Coast region.—Manning.

D. R. McKay, assistant general traffic manager, Inter-State Motor Freight System, Detroit, has been placed in charge of all company terminals in Eastern Michigan, duties formerly handled by S. S. Marr, who has become assistant general manager.

W. C. Winter has become traffic manager, in charge of gears and axles, at Detroit, for the Chevrolet Div. of General Motors Corp. He succeeds C. S. Stutz, who will enter military service.

J. A. Ready, traffic manager of Monroe Calculating Machine Co., Orange, N. J., observed his 25th anniversary with that concern May 9. He became associated with Monroe a few years after it was founded.—Jones.

Jesse R. Harlan, recently appointed sales manager of the Crescent Truck Co., Lebanon, Pa., joins this industrial truck organization as part of an expansion program to assist Claude D. Eiler, general manager, who will devote his main attention to plant management. Mr. Harlan has been associated with the materials handling industry for more than 25 yrs. He began his career as advertising manager of the Steubing Truck Co., Cincinnati. In December, 1940, he went to New York City as general manager for the Mobilift Company. He has been active in the work of the Cincinnati Industrial Marketers Assn., and is past president of that group. He is also a former director of the National Industrial Advertising Assn.

(Continued on page 83)

# WATERWAYS AND TERMINALS

## INLAND WATERWAYS and WATERFRONT TERMINALS PREVENT TRANSPORTATION WASTE

Many tons of important freight may not move this year, unless shippers use Inland Waterway Ships and Barges now carrying full loads only in one direction.

*Do something about it now.*

INLAND LAKES AND RIVERS ARE SAFE WATERS

*Write or phone*

**H. G. STOFFER**

25 Beaver Street

Hanover 2-1172

New York, N. Y.

### To Study Inland Waterway Routes for Fuel Shipments

The Senate Interstate Commerce Committee has recommended an investigation into possible use of inland waterways for transportation of oil and gasoline. The committee approved a resolution offered by Senator Maybank of South Carolina, directing an inquiry at a cost of \$5,000 into the question of increasing use of inland waterways "for the transportation of petroleum products and other articles and commodities." Recently, another proposal was approved to direct the Maritime Commission to provide not less than \$20,000,000 to be used to build towboats and barges for movement of oil, gasoline, petroleum and other commodities on inland waterways.

### More Barges and Inland Waterway Expansion Advocated

Immediate expansion and utilization of America's inland waterway system to transport petroleum products and other basic war materials through safe waters to important consuming centers along the Atlantic seaboard was advocated at the 36th annual convention of the National Rivers and Harbors Congress in Chicago, May 29 and 30.

Formal call for the session was issued by Representative Dewey Short of Missouri, president of the country's oldest and largest waterway organization, after consultation with former Congressman Frank R. Reid of Illinois, president pro tempore; Senator John H. Overton of Louisiana, Representative Martin F. Smith of Washington, Roy Miller of Texas, and H. H. Buckman of Florida, executive committee members.

Administration circles are genuinely disturbed by the menace to the war effort from the continuing operations of Axis submarines off the Atlantic Coast, and elsewhere, and the resulting petroleum shortage on the Eastern seaboard. Only by utilizing intercoastal canals and the Mississippi-Ohio River waterway system to supplement the huge railway tank-car movement, some officials believe, can the country avert a serious oil shortage on the East coast with its vast armament plants and large centers of population. By so doing, it was pointed out by President Roosevelt at a recent press conference, the country can avoid the U-boat peril. Moreover, it was pointed out, the Federal Gov-

ernment would realize cash dividends on the estimate \$2,000,000,000 it has invested in these canals.

The broad program considered by the convention included:

1. Immediate construction of an adequate fleet of both steel and wood shallow-draft barges and towboats to be built at important river and Great Lake cities without interfering with the present shipbuilding program.

2. Immediate construction as proposed in bills introduced in Congress of an 82-mile pipe line and barge canal across the neck of Florida from Port Inglis on the West coast, where, pending the completion of the connecting canal, Texas and Louisiana tankers and barges would discharge their cargoes, to Palatka on the St. Johns River where barges would be loaded for the voyage northward through the Atlantic intracoastal waterway as far as Trenton, N. J.

3. Expansion of the existing fleet of towboats and barges for gasoline and oil shipments up the Mississippi-Ohio River system to Pittsburgh for transportation by tank-car, trucks or pipe line to New York and New England.

4. Deepening of the Gulf intracoastal waterway from 9 to 12 ft., with a new and safer channel from New Orleans to Mobile, as recently surveyed by the army engineers.—Manning.

### River Cargo Route—Houston to Pittsburgh— Would Solve Sinkings Problem

Since submarines are sinking cargo vessels off the Atlantic Coast, for some of this commerce why not substitute an alternate route which today carries only half its capacity of freight?

Via inland waterways to Pittsburgh, America has today one great, alternate, "submarine-free" route for transporting oil and other products. By using bottoms already built, this alternate route can handle additional tonnage.

Some Pittsburgh river authorities indicate that twice the volume of petroleum products could be barged through Pittsburgh's port "simply with proper coordination, pooling and more efficient use of existing equipment."

Actually, Pittsburgh is one of the greatest inland waterway ports. Except for New York, London, and Kobe, Pittsburgh now handles more water tonnage than any other port in the world! In 1940, river tonnage in Pittsburgh, for example, totaled 35,644,204 tons, a tonnage higher by 10,097,625 tons than the total tonnage in the same period passing through the Panama Canal! And 4,921,204 tons more than in the same period passed through the Suez Canal!

In 1941 Pittsburgh handled 440 million gallons of petroleum products; the Atlantic Coast uses up this amount of petroleum products in a week; on the other hand, the same amount will fuel 4,000 miles of automobile driving for all of Pennsylvania's passenger cars.

Today, with a tow of 8 modern tank barges transporting "as much petroleum as the average sea-going tanker," the Ohio River route can be developed greatly over the 6,000-mile waterway: South to North from Houston to Minneapolis; West to East from Omaha to Pittsburgh.

To quote one very-authoritative source and veteran

river man, "to equal the enormous tonnage normally carried on the Atlantic tanker route, it would be necessary to build additional towboats and barges; . . . but . . . the project would be worth the diversion of steel and other necessary materials. Barges," he continued, "could be built in 3 or 4 weeks," . . . and "even if thousands were needed, the prospect of uninterrupted, sub-free, convoy-free water transportation should make it worthwhile."—*Leffingwell.*

### Less Steel in Special Oil Tankers for River Hauls

Oil may be transported by river more easily in the near future should plans of a Pittsburgh mechanical engineer work out.

The engineer, Knute Backlund, assistant chief engineer for a steel corporation in the Pittsburgh district, wants to build special tank barges, capacity 30,000 gals.; desires to connect these barges in pairs with wood structures, and to weld together the towing parts of the tanks.

The new river tanks, according to Mr. Backlund, would require but 20,000 lbs. of steel. Tank barges, capacity 250,000 gals., now require 480,000 lbs. of steel.—*Leffingwell.*

### First Barge Load of Sugar from New Orleans to Pittsburgh

The American Barge Line has towed from New Orleans to Pittsburgh, Pa., the first barge load of sugar ever carried by river to that city. Stowed on a barge at the Colonial Sugar Co.'s refinery at New Orleans, the 800 tons arrived in 38 days and was transferred to the Charles Koch & Co. warehouse.—*Leffingwell.*

### Boston Receives 1st Forwarding Contract for Lease-Lend

Acting under the terms of the recently enacted Bland forwarding bill which authorizes the War Shipping Administration to coordinate freight forwarding for the successful prosecution of the war, Admiral E. S. Land, War Shipping Administrator, announced May 14 signing of a contract with the Boston Foreign Freight Forwarders, Inc., covering handling of Lend-Lease shipments at the port of Boston.

Admiral Land said this is the first contract to be executed under the new law. Similar contracts with forwarding groups in Mobile, New Orleans and Gulf ports in Texas are now being negotiated by the War Shipping Administration to replace tentative arrangements previously agreed upon. These are expected to be ready for execution within a very short time. The W.S.A. is authorized to enter into such contracts to coordinate the functions and facilities of public and private agencies engaged in freight forwarding.

The Boston Foreign Freight Forwarders, Inc., was formed by the Boston forwarding companies for the express purpose of handling Lend-Lease shipments. Elmer E. Elwell of Stone and Downer Co., probably the oldest foreign freight company in the United States, is president of the newly formed company. Representatives of the following companies are also associated with the Boston Foreign Freight Forwarders, Inc.: John A. Conkey & Co., W. N. Proctor Co., D. C. Andrews & Co. of Massachusetts; H. P. Lambert Co., T. D. Downing Co., Rice and Co., C. H. Powell Co. and M. H. Garvey Co.

The form of the contract between the W.S.A. and the forwarders is upon the basis that all responsible freight forwarders shall be permitted to participate equitably in the arrangements.

The Administration is continuing its efforts to work out satisfactory forwarding arrangements for the port of New York where the situation is complicated by the

large number of forwarders involved and the divergent interests they represent. Several proposals have been submitted by various forwarding groups at New York, but the W.S.A. has found it inadvisable to adopt them because they are considered impractical under existing operating conditions.

One of the rejected proposals provides, in general, that shipments from manufacturers at points of origin should be consigned to individual forwarders at the port, such individual forwarding companies subsequently to list shipments with a central organization. The central organization would then communicate with the W.S.A. with respect to assignment of space on vessels.

One proposal which is still under consideration by the War Shipping Administration is the possibility of having shipments consigned to a central organization and all of the papers sent directly to this central organization. Perhaps a plan can be worked out whereby some of the actual preparation of the bills-of-lading, the ordering out of the cargo and other related details can be handled by individual forwarders under the direction of the central office. While this plan would be cumbersome, there is a possibility that it may be developed at a later date after the War Shipping Administration has had experience with the functioning of its New York forwarding organization.

Pending the adoption of a satisfactory plan for New York which will permit the direct participation on the part of individual forwarding concerns, and in order to avoid the risk of interfering with prompt deliveries of vital war cargoes, the W.S.A. finds it necessary to take over the use of the forwarding organization formerly under the control of the British Ministry of War Transport. This organization consists entirely of American citizens.

The War Shipping Administration has appointed Frank Lester, of the New York forwarding firm of Caldwell & Co., to be its manager of forwarding at New York.

### Great Lakes Grain Shipments

The Great Lakes Transit Corp., normally a package freight line, may use all of its fleet to carry grain exclusively throughout the season, as a result of the O.D.T. order designed to put all available bulk-cargo ships in the ore trade. The G.L.T.C. ships are equipped to handle grain, but not ore. Whether they enter the package freight business depends on outcome of negotiations with labor unions at Western points on the lakes.

### New Sulphur Movements

A 2nd steamer carrying sulphur from Chicago has arrived in Buffalo, N. Y. The cargo will be transferred to barges for shipment over the canal system to points on the seaboard.

Since the war broke out, there has been a direct reversal of the usual movement of sulphur. In normal times, the sulphur moved up the East Coast of Texas in large quantities and was transferred to barges for shipment west on the canal.

A shortage of ships on the East Coast caused the sulphur to be diverted to Mississippi River draft for shipment to Chicago. There it was transferred to lake boats. The West-to-East route is still being used.

Canal interests believe that considerable sulphur will move East this season to build up depleted stocks on the seaboard. Last year, about a dozen cargoes aggregating nearly 60,000 tons arrived from Chicago.

### Conversion of Auto Carrier

Work of converting the Str. Penobscot from auto carrier to an ore carrier is expected to be finished in June. The vessel is in the American Shipbuilding Co. dock, Buffalo, N. Y.



### Canned Goods by Barge to Jacksonville

Canned goods from Baltimore are now reaching Jacksonville by barge since the suspension of coastwise water service. One shipment of 45 carloads, en route 15 days, was recently received by one of the super market companies.—*Lord*.

### American-Hawaiian Acquires Williams, Dimond

The American-Hawaiian Steamship Co., San Francisco, recently announced the acquisition of Williams, Dimond & Co., whose export business on the Pacific Coast dates back more than 80 yrs. The price paid was \$504,070. There will be no change in the company's personnel. It is claimed that the San Francisco office of Williams, Dimond, now at 262 California St., may be moved to 215 Market St., the building in which American-Hawaiian is located.

### Bauxite Ore and Newsprint Move Through Oswego

The first shipments of 200,000 tons of bauxite ore and 125,000 tons of newsprint have begun to move through the Port of Oswego, N. Y. This movement, which involves the use of 3 motorships, 2 steamships, hundreds of railroad cars, barge fleets, cranes, and local terminals, was announced recently by Karl F. McGrann, representative of the Quebec North Shore Paper Co. and the Ontario Paper Co., Ltd., of Thorold.

The bauxite ore movement originates in British Guiana. It is carried in ocean boats to New York City where it is transshipped into canal barges which are towed up the Hudson, and through the Barge Canal to Oswego. There is a possibility that some of this ore will be loaded into railroad cars of the New York O. & W. R. R., and brought to Oswego by this means.

Transshipment of the material from the barges takes place at the State terminal, where a huge wooden bin, 300 ft. long and capable of holding 6,000 tons of ore, piled to a height of 25 ft., has been constructed, for this purpose.

Two large cranes, with a capacity of 150 tons an hour each, and with 2½-ton buckets, unload the ore from the barges. Lake carriers unload the ore from this terminal, and take it to the Port Alfred, Quebec, plant of the Aluminum Co. of Canada.

After the lake carriers have discharged their load at Port Alfred they take on cargoes of newsprint at Baie-Comeau, only a few miles away, for a movement back to Oswego. This newsprint is manufactured by the Baie-Comeau plant of the Quebec North Shore Paper Co. The newsprint is discharged at the new facilities of the O. & W., which include a new steel dock, new yards, and a large new warehouse. After discharging the newsprint, the lake carriers proceed to the State terminal to load up with bauxite again. The plan is for the 3 motorships and 2 steamers to make port on the Port Alfred-Baie-Comeau-Oswego triangle once every 2 weeks, or in other words, 5 carriers will come into port every 14 days to discharge and take on cargoes. Bauxite ore is coming in a continuous stream from New York in barge fleets of the Connors Marine Corp.

The motorships involved are the Empire State, Badger State and Buckeye State, chartered from Federal Motorships, Inc. Two stevedoring outfits, Lunham and Moore, and the W. A. Towle Co., are in charge of transshipments, and the Illinois-Atlantic Co., shippers, has the job of moving all the material.

Newsprint, consigned to the *New York Daily News*, travels from Oswego via the O. & W., as many as 65 railroad cars loaded in a single day and started off for New York.

McGrann has said that he has found Oswego "the most satisfactory port anywhere for movement of this kind. It ties in perfectly." Many have held, for years, that Oswego is the ideal spot for large rail and water movements. The port has been recommended for millions of dollars of improvements with Federal funds, which have been carried out, and is at one end of the section of the Barge Canal which has been improved with \$25,000,000 of Federal Funds.

The movement is also a justification of the belief of F. E. Lyford, trustee of the O. & W. R. R. and of Judge Murray Hulbert, before whom the railroad is in process of reorganization, that the developments at Oswego will play an important part in solving the road's financial difficulties. With Atlantic freight traffic under fire from enemy submarines, eyes of the transportation business have been turned to inland movements, and there have been predictions that Oswego will play an increasingly important part in the movement of vital commodities in the near future, and at the conclusion of the war, because of local advantages of cheap rates and efficient handling, this movement will continue and expand.

### Ask WSA for New Brazil-California Service

The request has been made of the War Shipping Administration by a body of San Francisco shipping and business houses for the establishment of a new shipping service from Santos, Brazil, to California via the Straits of Magellan. The petitioning group maintains that this service would save ships for national defense, save time, lessen danger of rail congestion in the movement inland of goods from Gulf ports which promises under present circumstances to be chief point of entry for South American imports. A further claim is that warships now used in South Atlantic convoys could be released if the proposed new service were established.

The San Franciscans point out that submarine warfare would be difficult in Magellan Straits waters because of great distances from suitable Axis bases; that ship services between Santos and San Francisco would actually save time (despite the fact that the distance is 1,000 miles greater to New Orleans) because it "would eliminate slow-moving convoys now used in the Atlantic." Ships running from Santos to San Francisco, is the claim, "could steam much faster than the convoys" and might "make one leg of the Santos-San Francisco voyage in the time it usually takes to assemble a convoy."

That the plan would "ease rail congestion from the 4 principal Gulf ports" is regarded as the strongest argument in its favor. Such congestion is said to be already appearing, yet at the same time "empty rail cars returning to the East and Southeast coasts" from San Francisco have increased 15 per cent to date in 1942 over same period in 1941.

Coffee interests in San Francisco are especially interested in the proposed new run.

Not only San Francisco business men, but those in Los Angeles also are interested in the Santos-San Francisco service plan. In fact the rumor is current that Stanley T. Olafson, assistant manager of the Los Angeles Chamber of Commerce, is even now in Washington urging the establishment of the Magellan Straits run.—*Gidlow*.

### May Resume Los Angeles-So. American Service

The Los Angeles Chamber of Commerce has received reports from its Washington representatives that the U. S. Maritime Commission is seriously contemplating the resumption of the steamship service between the

(Continued on page 87)

# FROM The Capital

## Overseas Transport Bottlenecks

**S**PECIAL agencies are being established by the Army in principal seaports of the United States to coordinate and expedite shipment of war supplies to all United Nations.

These agencies, to be designated as "Port Agencies," will be staffed with Army officers and civilians who are experienced in the many phases of export shipping. They will function under the direct supervision of the Chief of Transportation Service, Services of Supply, and work in close cooperation with the Office of Defense Transportation and the War Shipping Administration.

In this war, President Roosevelt has said, the United States has the responsibility of keeping the products of the "Arsenal of Democracy" moving to their destination, a problem which this country has never before faced in time of war. Today, the Army system of transporting troops and their supplies through the ports of embarkation is functioning according to schedule as based on plans developed during peace time, and which have been operating at much greater capacity since a national emergency was declared.

The job of the new agencies is to handle the shipments of all other war supplies to countries of the United Nations.

Their mission is to adopt measures, subject to regulations established by the War Dept. or other federal agencies, to prevent congestion within the port areas, to prevent improper use of ground storage, to assure expeditious and orderly loading and release of railway cars, to assure proper loading of cargoes in accordance with existing priorities, and to assure expeditious and orderly loading of ships to achieve a minimum of time in port for each vessel.

The new agencies will be established in all important ports along the coast lines of the United States regardless of whether or not an Army port of embarkation is already located at that point.

To prevent the possibility of various ports becoming "bottle-necks," in the shipment of war supplies overseas, the Army port agencies will arrange a system

whereby material can be routed to any conveniently located port where empty bottoms are immediately available. It is also planned to utilize the holding stations of the Army transportation organization where war supplies en route to a coastal port may be delayed or stored until ships of foreign countries have reached American ports. Storage yards, warehouses, and ground storage areas, will be set aside at these holding stations (depot warehouses) where carloads of supplies may be unloaded if necessary. These arrangements will prevent a shortage of trucks and freight cars as well as prevent too large an accumulation of supplies in the storage facilities of the ports themselves.

### Continuous Study

In peace time, the War Dept. maintains a staff of Army officers who are experts in all phases of the transportation field. They direct all highway, airway, and railway traffic of the Army handled through the Army Transport Service, Ports of Embarkation, and the Army Commercial Traffic Service. In addition, a continuous study of transportation problems to be faced in time of war is carried on by this staff of experienced officers. They work in close cooperation with truck, railroad and shipping companies, interchanging ideas and problems, to keep up-to-date all plans for a system which will function efficiently in a national emergency. Chief objectives of the plan are to minimize the "turn around" time of convoy ships and to release transports of war supplies to the shortest possible routing time.

After Congress authorized an increase in the Army in 1940, and particularly since the national emergency was declared, the Army transportation system was expanded considerably to take care of these increased activities. Many ships were purchased and leased to increase the Army fleet, and the entire general organization was perforce stepped up almost to a war-time status.

Since the Pearl Harbor attack, shipping requirements have made a tremendous impact upon the Army Transport Service. During

the early weeks of the war, speed was given priority over cargo loading efficiency in order to get essential ammunition and guns to American troops in island outposts. In one port, the "turn around" time of lend-lease ships was cut by 33 per cent. In another instance, a big commercial liner was converted and loaded in less than 10 days, a job which would require 5 to 6 weeks in peace time.

Now, as during the last war, the Army is meeting the problem of enlarging its staff in the shortest possible time by drawing upon the best skills of top warehousing, trucking, railroad and shipping executives for duty in the Transportation Service. A number of outstanding men in these fields, many of whom have cooperated with the Army in peace time, have been brought into the service to advise and assist in the work.

Among these are: Colonel John M. Franklin, president of the United States Lines; Lieutenant Colonel A. F. McIntyre, superintendent of passenger transportation, Pennsylvania Railroad; Major M. J. Reynolds, assistant to the vice-president in charge of operations of Baltimore and Ohio Railroad; Gustave Metzman, assistant vice-president of the New York Central Railroad; W. J. Williamson, general traffic manager of Sears Roebuck; W. S. Guy, traffic manager of the United States Steel Corp.; C. F. Horner, assistant to the chairman of General Motors Corp.; Leo J. Coughlin, vice-president of Tidewater Terminals and Inland Warehouses; and Andrew D. Warwick, of P. Hogan & Son, New York City, one of the oldest stevedoring firms in the country.—Manning.

### Eastman In Control Over All Highway Vehicles

By Presidential mandate, Joseph B. Eastman has been made "czar" over every type of vehicle rolling on rubber tires, in one of the most sweeping executive orders of the many which reach into the core of highway transportation.

The directive setting Eastman up as dictator of the uses of rubber-tired vehicles—trucks, taxi-

cabs, pleasure cars—climaxed, for the present at least, a series which saw the position of trucking with reference to gasoline rationing favorably fixed, but presaged additional heavy traffic burdens by reason of prohibitions against certain movements by water.

The new and vast powers vested in the Office of Defense Transportation oust several other federal agencies of their jurisdiction, but only insofar as measures of conservation are concerned.

The President's sweeping order specifically directed Eastman to bring about a limitation in the non-essential operations of automobiles, buses, trucks, taxicabs and other transports using rubber. The order specified that other government departments and agencies performing functions relative to conservation or use of rubber-borne transportation shall conform to policies determined by the O.T.D.

Mr. Eastman subsequently said that O.D.T. will probably formulate future policy for gasoline and tire rationing under the order, but that actual enforcement of such policies will be carried out by other agencies.

The Presidential order directs Eastman to:

"Formulate measures to conserve and assure maximum utilization of the existing supply of civilian transport services dependent upon rubber, including the limitation of the use of rubber-borne transportation facilities in non-essential civilian activities, and the regulation of the use or distribution of such transportation facilities among essential activities."

It was indicated initial phases of the control program would be directed at the operation of buses, taxicabs and trucks. The government will insist that these vehicles be used only for transportation services deemed necessary to the public welfare. Control over private passenger cars will be effected through restrictions on the sale of gasoline.

Prior to the inauguration of the card rationing plan on May 15, in the 17 Eastern States, the Office of Price Administration gave heart to the transportation industry that commercial users would be exempted.

This point was made clear in a joint statement by the O.P.A. and O.D.T. to clarify previous rulings.

"Trucks, buses and other commercial vehicles will not need ration cards to make gasoline purchases, and do not need to register. They are to be served gasoline in their tanks as usual. However, to avoid delay and confusion in the case of vehicles used commercially and in government service, but which may not be clearly marked, it has been provided that 'X' ration cards may be obtained.

Such a card will enable them to make whatever gasoline purchases they need for 'essential use.'"

The President's order highlighted a series of other developments in the Nation's transportation field, including:

1. O.D.T. issued a general order curtailing local delivery services as a means of conserving transportation facilities and equipment. Becoming effective May 15, the order prohibited special deliveries and "call-backs," and limited the number of deliveries and the mileage of local delivery carriers. The order, however, specifically exempted vehicles performing pick-up and delivery service for line-haul motor, rail, express, air, or water carriers, or for freight forwarders.

2. Prohibition against use of closed freight cars in any kind of intra-city freight movement where utilization of motor vehicles is possible.

3. Disclosure by government officials that rationing of railroad and bus tickets is being discussed.

4. Indications that gasoline rationing will be extended throughout the country after July 1.

5. O.P.A. planned a series of meetings in principal cities throughout the country to explain the seriousness of the rubber situation to shippers, truckers, tire dealers and the general public.

6. O.D.T. banned all grain movements over the Great Lakes, except by special permit, from any port or point, in a sweeping order designed to assure cargo space for the preferential movement of iron ore. The order, effective May 15, brings under Mr. Eastman's control approximately 340 ships with a gross carrying capacity of nearly 3,000,000 tons, suited to iron ore cargo, and a number of mixed carriers used in scrap, coal and grain movement.

7. Establishment by the O.D.T. of a nationwide system of tank car control, effective as of May 15. On and after that date no railroad was permitted to accept for transport any loaded tank car without special or general permission.—Manning.

### O.P.A. Allows More Spare Tires

Emergency reserves of tires and tubes for quick replacement of blowouts are to be made available to some long-distance truck operators to save time and rubber in carrying vital materials, Leon Henderson, administrator, Office of Price Administration, has announced. Amendment, No. 5 to the Revised Tire Rationing Regulations, allows an emergency re-

serve of tires and tubes equal to 10 per cent of the total number of running wheels on qualified vehicles—in addition to spares already permitted. O.P.A. will make available either emergency reserve certificates for new tires and tubes, or regular certificates for retreading or recapping when the applicant has extra tire carcasses. Certificate holders can purchase immediately the tires and tubes or turn the certificates over to their drivers for use as need arises while on their routes.

If tires are bought immediately, the purchaser may spot them at points along routes over which his vehicles operate.

To qualify for emergency certificates a vehicle must be either operated by a State government or subject to I.C.C. regulation. In addition, it must be eligible under List A of the Revised Tire Rationing Regulations and have more than 50 per cent of its regular operating mileage on runs 50 miles or more from the nearest depot where the operator has tires stored.

No applicant qualifies under the plan, unless all his vehicles, except passenger cars, are on List A, which includes vehicles operating only in service deemed most necessary. Where only part of a fleet qualifies, under the long-haul provision of the plan, emergency certificates may be allotted for those vehicles. Tires obtained with emergency certificates may be used on any vehicle in the fleet.

In the case of small operators who have so few wheels on qualified vehicles that the 10 per cent computation would show them entitled to less than one tire, at least one emergency reserve certificate will be allotted. The operator of a single eligible truck is not excluded from the plan.

Operators covered, but who already have a reserve supply of tires greater than the 10 per cent permitted, may not be allotted certificates until their stocks have been depleted below that level.

The certificates, to be issued by local rationing boards, are to be granted only after the applicant has filled out a form requiring full disclosure of all pertinent information in regard to tires already in his possession. Applications for original allotment were to have started May 15, 1942.

### Free Port Hearing at Houston, June 4

The Foreign Trade Zones Board has scheduled a hearing for June 4, on the application of The Harris County Houston Ship Channel Navigation District for a grant to establish and operate a foreign-



trade zone in the Port of Houston, Tex.

The hearing, to be conducted in Houston, will be "solely for the purpose of obtaining, in the most direct manner, facts useful in determining whether the proposed plans are suitable for the accomplishment of the purposes of the Foreign-Trade Zones Act."—Butler.

### Houston Files for Free Port

Application has been filed with the Foreign-Trade Zones Board in Washington by the Commissioners of the Harris County Houston Ship Channel Navigation District for a grant to establish a foreign trade zone in the Port of Houston, Texas.

According to the application, the Harris County Houston Ship Channel Navigation District proposed to segregate and utilize one of the 3 available sites owned or controlled by that agency and located adjacent to the turning basin at the head of navigation of the Houston Ship Channel. The applicant proposes to utilize existing transit sheds and warehouses located on property which comprises a total of approximately 450,000 sq. ft.

The application was made in accordance with the Celler Foreign-Trade Zones Act approved June 18, 1934, which provides for the establishment, operation and maintenance of foreign-trade zones in ports of entry of the United States. The purpose of the law is to permit the segregation of specific areas in ports of entry where foreign merchandise may be brought for storage and manipulation with domestic merchandise with a minimum amount of customs supervision. If foreign merchandise is later brought into the country, it must comply with all customs laws relating to imports.

Foreign-Trade Zone No. 1, is located at Stapleton, Staten Island, N. Y. The War Department recently took over a portion of the areas for the duration of the emergency. In the meantime, operators have secured several piers on the North River.

Officials of the Gulf ports of New Orleans, Galveston, Tampa, and others are considering the establishment of foreign-trade zones in their respective localities. Houston's application is, however, the first to be formally filed with the Board.—Manning.

### Export Traffic Rule

The Nation's entire export freight movement, plus that originating in Canada, will go under the new integrated traffic control system of the War Dept. on June 1.

### President Signs Forwarder Bill

President Roosevelt on May 18 signed legislation bringing freight forwarding companies under regulation of the I.C.C.

Important provisions of the bill, as explained by Representative Clarence F. Lea, chairman of the House Interstate and Foreign Commerce Committee, are as follows:

"Some concern has been indicated as to the provisions of section 413 relating to the right of a motor carrier receiving or delivering freight for a freight forwarder to execute bills of lading or shipping receipts or to take a receipt from the consignee on final delivery. This section in effect provides that when the services of a common carrier by motor vehicle are employed by a freight forwarder for receiving property for shipment such carrier may, with the consent of the freight forwarder, execute the bill of lading or shipping receipt for the freight forwarder. In similar terms, the delivering motor carrier is, with the consent of the freight forwarder, authorized to handle the freight and accept a receipt therefor for the freight forwarder.

"It will be noted that these provisions deal with the question of the motor carrier executing one of these instruments for or in behalf of the freight forwarder. The motor carrier, of course, would have no authority for signing such a receipt for the freight forwarder except as authorized so to do by the forwarder. It is the duty of the freight forwarder, in any event, to assume liability under the Act regardless of who signs bills of lading or receipts. The object of this provision is to facilitate the shipment and delivery of freight-forwarder traffic at the origin and destination points and to reduce the paper work of handling the freight by eliminating the necessity of duplicating such work required en route to the delivery point.

"These provisions, so far as the signature of the motor carrier for the forwarder is concerned, are permissive and dependent upon the consent of the forwarder. Some motor carriers have urged it desirable for 2 reasons that the motor carrier have a right to sign the bill of lading or take a delivery receipt in his name. The first reason is based upon the existing practice of motor carriers in giving such bills of lading or receipts in dealing with their usual customers. In some instances, especially in isolated territory, the motor carrier is better known to the shipper than the forwarder. The motor carrier desires to be identified with the transaction in relation to his customer by giving his own bill of lading or receipt.

"The other reason is that, in some instances, where the forwarder may be unknown to the shipper but the motor carrier may be well and favorably known to such shipper, the giving of the bill of lading or receipt by the motor carrier would tend to give the shipper confidence in the service performed by the motor carrier and thus encourage business.

"Under the Act as written, the freight forwarder is primarily responsible for the carriage from one end of the line to the other. He has a legal liability for such responsibility that he cannot waive.

"This, however, does not preclude the motor carrier from giving his own bill of lading or receipt should he so desire. The responsibility under the bill of lading or receipt that he would give, however, would be different from that required of the freight forwarder, because the motor carrier's bill of lading or receipt would, under contractual circumstances, rest upon his own contractual obligation. The motor carrier's bill of lading or receipt would not lessen the responsibility of the freight forwarder. Whatever obligation the motor carrier assumed would be on his

part and in addition to that assumed by the freight forwarder. The giving or signing of such an instrument by the motor carrier would, of course, not relieve him from his statutory duties to the freight forwarder for the safe and proper transportation of the freight."

The bill, as adopted by the Senate and House conferees, contains several important changes in the legislation which has been passing back and forth in Congress so long, among them the omission of a provision which would have exempted forwarders engaged in handling of a single commodity.—Manning.

### New Transport Div. Created by Eastman

Joseph B. Eastman, Director of the Office of Defense Transportation, has named John R. Turney as Director of the newly created Division of Transport Conservation to administer the extended authority over highway transportation (including private passenger automobiles) given the O.D.T. by an executive order made public May 4. Henry F. McCarthy has succeeded Turney as Director of the Division of Traffic Movement of O.D.T.

Under O.D.T.'s interpretation of the executive order, it will be the duty of the Division of Transport Conservation to formulate policies, programs and measures for:

1. The continuous adjustment of national transportation requirements and available transport services;
2. Conservation of motor vehicles, tires, motor fuels, and materials;
3. Conservation and distribution of transportation service and to the extent necessary, its restriction to essential needs.

The programs and policies formulated by the new Division will be administered, in part, through established divisions of O.D.T. and, in part, through other agencies of government, especially the local rationing boards of the Office of Price Administration.

Director Eastman announced that the Division of Transport Conservation will work in close cooperation with the Office of Petroleum Coordinator, branches of the War Production Board and the Office of Price Administration, in dealing with rubber, gasoline and passenger automobiles.

Under date of Feb. 1, 1942, twelve national highway user organizations, all members of the National Highway Users Conference, strongly recommended in a joint public statement that the Office of Defense Transportation be given the authority included in the executive order released May 4, and that the Director of Defense Transportation be made a member of the War Production Board.

### Four New Countries Given Defense Order Priority

Czechoslovakia, Free France, Iceland and Turkey have been added to the list of countries whose government orders are defined as "defense orders" under the terms of Priorities Regulation No. 1 as amended, by Amendment No. 2 to the regulation. This means government orders from these countries are automatically assigned a preference rating of A-10 if no higher rating has been assigned by certificate or otherwise, and that such orders must be accepted and placed in production schedules in accordance with the rating.

Section 944.1 (b) (1) (ii) of Priorities Regulation No. 1 is amended to read as follows:

The government of any of the following countries: Belgium, China, Czechoslovakia, Free France, Greece, Iceland, Netherlands, Norway, Poland, Russia, Turkey, United Kingdom including its Dominions, Crown Colonies and Protectorates, and Yugoslavia.

### House Approves Union Racket Measure

A House judiciary subcommittee on May 18 approved the Hobbs bill which is designed to outlaw interference with interstate commerce caused by threats of violence and coercion. The bill aims to bring labor unions under provisions of the Federal anti-racketeering law.

The bill was introduced after reversal on March 2 by the Supreme Court of the conviction of New York City Local 807 of the International Brotherhood of Teamsters (A.F.L.) on the ground that the union men were exempt from provisions of the anti-racketeering statute.

If enacted into law, the bill may enable truck operators to avoid paying unions sums of money, under the guise of wages to bona fide employees, who, in reality, have assumed control of the truck by force.

### States Encourage Truck Tank Hauls

How some State and city governments are helping to encourage the short haul movement of oil by motor truck has been cited by Petroleum Coordinator, Harold L. Ickes and Transportation Coordinator, Joseph B. Eastman as another outstanding example of the cooperative efforts under way to solve the present serious petroleum transportation problem.

Use of tank trucks for the hauling of gasoline and other products

on all hauls within 100-mile radius has been advocated by Coordinator Ickes as a basic policy. Trucks utilized in this manner can, and do, free large numbers of railroad tank cars for the more important job of transporting oil over great distances from the Gulf Coast and Mid-Continent producing areas to the industrial centers of the Atlantic Seaboard.

Coordinator Ickes said:

"When it was first proposed to substitute trucks for tank cars in the short haul service, we found that there were various difficulties in the way, including the existence of State laws and municipal ordinances limiting the size of trucks and the loads they might carry.

"Some of these have been good laws—necessary and warranted, in peacetime. We are now at war, however.

"This being so, we have thought it advisable, from time to time, to suggest to the proper authorities that certain statutes be relaxed, for the duration of the emergency only, where it could be done without endangering the public safety. The response has been excellent. As a result, large and increasing numbers of tank cars are being made available for the East Coast service."

Joining Mr. Ickes in his statement commending State and local authorities for their cooperation, Mr. Eastman said that requests for similar action by other States and municipalities can be expected as the need for truck operations increases.

"I am confident," Mr. Eastman said, "that the response will be as good, especially if those to whom appeals are made will only appreciate what a really tremendous lot of help we can get from the use of trucks.

"It seems unbelievable, I know, but the substitution of one large truck on a short haul of, say 25 miles, may mean the release of as many as 20 tank cars for longer haul service."

As one example of the cooperation that has been had, Mr. Ickes pointed to the action of the State of Wisconsin in replacing regulations which limit the gasoline load capacity of petroleum carriers to 2,000 gals. Contract and common carriers now may haul about 4,000 gals. at a time—or double the former load.

Waukegan, Ill., is a municipality which has helped eliminate a trucking bottleneck. That city relaxed a 2,000-gal. load limitation on transport trucks passing over its streets. This has permitted the servicing by truck of several bulk plants normally supplied by tank car.

Florida's Public Service Commission gave substantial aid by permitting a trucker to handle a movement of approximately 1,700,000 gals. of products in that State. The equivalent in tank cars thus was released for service on long hauls. The State of Minnesota also has helped in many ways through the efforts of the director of its war petroleum program.

Out in Oregon, a State hit by the loss of ocean tanker transportation, the State Highway Com-

mission obtained modification of the highway law so as to allow the issuance of special permits for the operation of oversize and overweight truck equipment on designated highways "during the wartime emergency."—Manning.

### War Dept.'s 4 New Service Branches

The War Dept. has established 4 new service branches of the Army in the Services of Supply as follows:

1. Transportation Service.
2. General Depot Service.
3. Army Exchange Service.
4. Statistical Service.

The Transportation and General Depot Services will function as supply services along with the Quartermaster Corps, Medical Corps, Corps of Engineers, Chemical Warfare Service, Signal Corps, and the Ordnance Dept. The Statistical and Army Exchange Services will serve as administrative services along with the Adjutant General's Dept., Judge Advocate General's Dept., Finance Dept., Corps of Chaplains, Special Services, and Office of the Provost Marshal General.

The Transportation Service which has functioned as the Transportation Division of Services of Supply since the reorganization of the Army on March 9 is comprised of the old Transportation Branch of G-4, War Dept. General Staff; the former Transportation Division, Office of the Quartermaster General; Ports of Embarkation, staging areas, and regulating and reconignment stations for overseas shipments.

The General Depot Service, formerly the General Depot Division, Services of Supply, is comprised of the old General Depot Section, Supply Branch, G-4, War Dept., General Staff; and the various general depots located throughout the United States.

The Army Exchange Service is comprised of the Old Post Exchange organization of the Army.

Statistical Service was formerly the Statistics Branch of the Office of the Under Secretary of War, and more recently functioned as the Statistics Division of Services of Supply.

Brigadier General C. P. Gross has been appointed Chief of the Transportation Service, Colonel R. E. Duff, Infantry, as Chief of the General Depot Service, Brigadier General Leonard P. Ayres, as Chief of the Statistical Service, and Brigadier General Isaac Spalding as Chief of the Army Exchange Service. All of these officers were in charge of this work under the Services of Supply prior to the establishment of these activities as separate services of the Army.—Manning.

## O.D.T. Motor Transport Field Office Mgrs.

Managers have been appointed for 25 of the 51 field offices to be established by the Division of Motor Transport, Joseph B. Eastman, Director of Defense Transportation, has announced.

In addition to the administration of the various programs undertaken by the Division of Motor Transport, the field offices will assist the War and Navy Departments and other shippers of war materials in making arrangements for motor transport and will assist in coordinating and mobilizing motor vehicle equipment to meet war requirements. Field representatives will clear emergency motor transport movements with State and local authorities, and will maintain liaison with Army and Navy establishments, the Interstate Commerce Commission, and other Government agencies.

Location of field offices established to date, and the managers appointed for each, are as follows:

Indianapolis, Ind.—George F. Burnett, Mr. Burnett was formerly president and general manager of his own automobile transport company.  
Jacksonville, Fla.—H. E. McDaniel, formerly executive secretary of the Florida Trucking Assn., Inc.  
New York, N. Y.—William J. Clarke, formerly secretary-treasurer and general manager of the Highway Express Lines, Philadelphia, Pa.  
Hartford, Conn.—John Maerz, Mr. Maerz formerly practiced before the Interstate Commerce Commission.  
Dallas, Texas—S. J. Cole, formerly secretary and manager of the Common Carrier Motor Freight Assn. of Dallas.  
Phoenix, Ariz.—William Cox, formerly manager of the Motor Transport Dispatch office established under the office of Defense Transportation at Phoenix.  
Atlanta, Ga.—John G. Caley, formerly general manager of the Carolina Freight Corp.  
Denver, Col.—E. Robert Baker, formerly executive secretary and treasurer of the Colorado Motor Carriers Assn.  
Portland, Ore.—Herman Sites, formerly president of the Portland-Pendleton Motor Freight.  
San Francisco, Cal.—W. B. Grummel, formerly vice-president of the Pacific Intermountain Express.  
Boston, Mass.—Eli C. Benway, formerly manager of the Motor Truck Club of Massachusetts, Inc.  
Charleston, S. C.—William B. Love, Jr., formerly general manager of the Motor Transportation Assn. of South Carolina.  
Spokane, Wash.—Holly I. Smith, formerly vice-president and general manager of Caters Motor Freight System.  
Birmingham, Ala.—W. E. Duncan, formerly vice-president of the North Alabama Motor Express, Inc.  
Little Rock, Ark.—William R. Atkins, formerly safety inspector for the Interstate Commerce Commission's Bureau of Motor Carriers.  
Norfolk, Va.—MacIn Simmons, formerly engaged in the distribution of motor vehicle lubricants in the Norfolk area.  
Detroit, Mich.—J. Robert Cooper, former traffic manager of the Red Star Transit Co., Detroit.  
Los Angeles, Cal.—Roy Long, former vice-president of the Valley Motor Lines and assistant general manager of the Valley Express Co.  
St. Louis, Mo.—A. D. Mason, former vice-president and general manager of the St. Louis terminal of Complete Auto Transit.  
Baltimore, Md.—M. R. Green, former manager of the Ericsson Line, Inc.  
Philadelphia, Pa.—Everett Harding, former traffic manager of Horlacker

Delivery Service and Highway Express, Louisville, Ky.—F. S. Crawford, former president of the Crawford Transport Co., Ashland, Ky.  
Memphis, Tenn.—R. T. Lawrence, former officer of Gordon's Transports, Inc.  
New Orleans, La.—Donald T. Maentz, former manager of the Associated Truck Lines, Inc., Grand Rapids, Mich.  
Seattle, Wash.—Harold C. Arnot, former automotive distributor.  
The O.D.T. also announced the appointment of William H. Thompson, former vice-president of Adams, Inc., Fargo, N. D., to the Washington office of the Division of Motor Transport.  
J. H. Hoffman and M. J. Greene, both of Baltimore, Md., and H. S. Blackwell, of Johnson City, Tenn., have been appointed to the Washington office of the Division of Motor Transport.

## Warning on Transport of Barred Publications

Attorney General Francis Biddle has issued a warning against the transportation of seditious publications which have been barred from the mail. He has blasted any hope that publishers of magazines barred from the mail might continue to circulate same by using other types of carriers. His announcement followed the ban on "Social Justice" and the announcement that express companies would be employed to carry future editions. Mr. Biddle cited a provision of the statute against sedition and said:

"The transporting or distributing by any means whatsoever of publications declared non-mailable under provisions of the Espionage Act of 1917 is a violation of Section 19 of the Trade With the Enemy Act and is subject to heavy penalties.  
"Section 19 provides that 'it shall be unlawful for any person, firm, corporation, or association . . . to transport, carry, or otherwise publish or distribute any matter which is made non-mailable by provisions of the Act relating to espionage, approved June 15, 1917.'"

Mr. Biddle then stated that violation is punishable by a fine of \$100,000 or imprisonment for not more than 10 yrs., or both.—*Manning.*

## O.D.T. Outlines Truck Storage Methods

Eleven specific steps have been recommended by the Office of Defense Transportation for proper storage of new trucks not yet allocated to buyers and used trucks temporarily taken out of service to aid in the conservation program.

The proper procedure, as outlined by the ODT, is as follows:

1. Trucks should be stored in weather-proof, well-ventilated buildings having cement or wooden floors. The trucks should be thoroughly cleaned and should be covered by paper or cloth to protect paint and keep out dust and dirt.
2. The entire cooling system should be drained and flushed. Vents should be left open to prevent rust.
3. The fuel system also should be emptied. Empty the tank and run the motor until it stops. Be sure the carburetor is drained. Remove spark plugs and pour in an ounce of oil (SAE 40 or 50) into each cylinder head and rotate the motor slowly so that the oil covers cylinder and piston walls. Move-

ing parts in valve-in-head motors should be coated with heavy oil.

4. Coat all engine parts which are not painted or rust-proof with grease or heavy oil.

5. Leave oil and grease in engine, transmission and differential.

6. Cover all "bright work" with light oil or thin grease.

7. Disengage the clutch by holding the pedal down with a block of wood.

8. Release the hand brake.

9. Hydraulic brake systems should be filled with brake fluid to prevent rust.

10. Remove battery and check it every 3 weeks in hot weather, every 6 weeks in cold weather. Recharge battery every 6 weeks to a gravity reading of at least 1.280.

11. Block up truck and remove tires. Keep tires inflated to recommended operating pressure and store them horizontally in a cool, dark place.

## Concrete Blocks Replace Outside Storage Racks

The Navy Department has adopted the use of concrete blocks for foundation bases of outside storage racks which has proved highly satisfactory and economical. First general tests were made at the Philadelphia Navy Yard, concrete blocks being substituted for wooden ones when swarms of termites (flying ants) attacked the wooden blocks and worked up through the racks.

In that it was known that termites could not cause damage to wooden structures insulated from contact with the ground by stone or concrete, it was decided to replace the wooden blocks with concrete foundation pieces.

The Bureau of Supplies and Accounts of the Navy points out that concrete blocks apparently afford lumber storage almost as satisfactory as permanently installed steel and concrete racks in the open. It has prepared a summary of the Philadelphia Navy Yard experiments with the concrete blocks, including mixing formula, block size and methods of emplacing.—*Manning.*

## Army Truck Cabs Changed

In order to afford added protection against air attack, the Army will replace closed steel cabs with new open cabs on cargo trucks, the War Dept. has announced.

The new cabs will be equipped with tops demountable at the "belt line," giving unimpeded sky visibility and correspondingly wider angle of fire.

Open cabs have the further advantage of low silhouette, decreasing a truck's visibility to the enemy. The demountable cab will save shipping space, and facilitate storage of vehicles between ship decks.

The collapsible canvas top and collapsible windshield are being written into specifications for Army cargo trucks of the 1½-ton, 2½-ton, and 4-ton classes.—*Manning.*



# Factories ON THE MOVE

**B**ELL & HOWELL CO., 1801 Larchmont Ave., Chicago, manufacturer of motion picture apparatus, lens and kindred equipment, has approved plans for new 3-story plant at Lincolnwood, Ill., primarily for lens production. Cost reported close to \$1,000,000. Work will begin soon. Mundie, Jensen, Bourke & Havens, 39 South LaSalle St., Chicago, are architects.

**D-N-X Engine Corp.**, care of Hercules Motors Corp., Canton, Ohio, manufacturer of internal combustion engines, recently organized as a subsidiary interest, has leased plant of Ford Motor Co., at Buffalo, N. Y., and will equip and occupy the new plant for production of Diesel-type marine engines. Large capacity will be developed. No estimate of cost announced.

**Raymond Laboratories, Inc.**, 261 East Fifth St., St. Paul, Minn., manufacturer of cosmetics, etc., has plans for new plant on local site at Tennessee and Kentucky Sts., for the manufacture of special materials for war service. Cost reported over \$35,000. Work will begin at early date. M. L. Arend is secretary and treasurer.

**Borden Co.**, 350 Madison Ave., New York, N. Y., milk products, has acquired industrial property at Delphos, Ohio, and will remodel and equip for new branch plant for the manufacture of certain food specialties. No estimate of cost announced.

**Snow & Petrelli Mfg. Co.**, 25 Fox St., New Haven, Conn., manufacturer of gears, clutches and kindred products, has approved plans for new one-story plant, about 125 by 450 ft., in vicinity of State St., Hamden district, and will begin superstructure at early date. Leo F. Caproni, 1221 Chapel St., New Haven, is architect. Entire project will cost close to \$200,000.

**General Chemical Co.**, 40 Rector St., New York, N. Y., and 400 Sansome St., San Francisco, Cal., manufacturer of heavy chemicals, acids, etc., plans new plant at Richmond, Cal., where tract of about 40 acres of land recently has been selected. Cost reported in excess of \$200,000. Company is a subsidiary of Allied Dye & Chemical Corp., 61 Broadway, New York.

**F. C. Castelli Co.**, 4055 Ridge Ave., Philadelphia, Pa., manufacturer of tools, dies, jigs, etc., has purchased a one-story industrial building on local site at Erie Ave. and F St., and will modernize and equip for new plant for production of stamped metal products. Also, will build a new one and 2-story addition on adjoining land. Entire project is reported to cost over \$70,000.

**New Jersey Galvanizing & Tinning Works, Inc.**, foot of Pacific St., Newark, N. J., manufacturer of galvanized iron products, etc., has plans for new plant on Haynes Ave., to be one-story, about 165 by 175 ft. Cost close to \$100,000, with equipment. Victor H. Strombach, 1243 Springfield Ave., Irvington, N. J., is architect and engineer.

**Vanadium Corp. of America, Inc.**, 420 Lexington Ave., New York, N. Y., plans new mill in vicinity of Salt Lake City, Utah, for processing of tungsten ore secured from raw material deposits near Beaver, Utah. It will cost about \$350,000. Proposed to begin work soon.

**Minneapolis Honeywell Regulator Co.**, 2753 Fourth Ave., South, Minneapolis, Minn., manufacturer of tem-

perature regulators and controls, valves, etc., has acquired a former 5-story industrial building on local site at 1006 West Lake St., known as Buzza Building, and will remodel and equip for new branch plant. Haxby & Bissell, 1111 Nicolet Ave., are architects. No estimate of cost announced.

**Union Drawn Steel Div.**, Republic Steel Corp., Massillon, Ohio, manufacturer of shafting, axles, etc., plans new branch mill on School St., East Hartford, Conn., where site has been secured. Application has been made to city for permission to construct plant, and is expected to be granted soon. Cost reported close to \$1,000,000.

**Norda Essential Oil & Chemical Co.**, 601 West 26th St., New York, N. Y., manufacturer of perfume oils and other oil products, has purchased former mill property of Boonton Rubber Co., at Troy Hills, near Boonton, N. J., consisting of series of 7 one-story buildings on 12-acre tract, and will modernize and equip for main plant. No estimate of cost announced.

**Kelly-Springfield Engineering Co.**, Cumberland, Md., recently organized interest of Kelly-Springfield Tire Co., same place, manufacturer of automobile tires and tubes, a subsidiary of Goodyear Tire & Rubber Co., Akron, Ohio, plans new plant on site in Maryland (exact location withheld) for production of equipment for Government. It will comprise several large one and multi-story units. Cost over \$5,000,000. Financing will be provided by Defense Plant Corp., Washington, D. C., a Federal agency.

**International Harvester Co.**, 180 N. Michigan Ave., Chicago, Ill., manufacturer of farm and agricultural machinery, motor trucks, etc., plans new plant on tract of about 250 acres of land near Memphis, Tenn., fronting on Loosahatchie River, recently acquired. It will consist of several one-story buildings, equipped for large output. Cost reported close to \$5,000,000. Proposed to carry out project soon.

**United Engineering & Foundry Co.**, First National Bank Bldg., Pittsburgh, Pa., manufacturer of rolling mill machinery and other heavy equipment, has approved plans for new one-story branch plant at New Castle, Pa., for foundry and machine shop. Cost over \$150,000. Work will begin at once.

**Square Deal Machine Co.**, 3120 West Fond du Lac Ave., Milwaukee, Wis., manufacturer of machinery and parts, plans new one-story plant on local site at 2432 West Cornell St., about 45 by 65 ft. Cost approximately \$35,000, with equipment. R. E. Oberst, 2659 North 27th St., Milwaukee, is architect.

**National Enameling & Stamping Co.**, Granite City, Ill., manufacturer of enameled iron products, plans new plant at Jacksonville, Ill., comprising several one-story buildings. Cost estimated at \$1,250,000.

**City Council**, San Diego, Cal., has approved plans for new 2-story municipal fish market building, 140 by 485 ft., at foot of Market St., to be occupied under lease by 9 different fish companies in city, which will take over various space units as soon as structure is ready. Names of companies and other information at office of San

Diego Harbor Engineer, Civic Bldg., San Diego. New structure will cost about \$150,000.

William Powell Co., 2525 Spring Grove Ave., Cincinnati, Ohio, manufacturer of valves and other engineering specialties, has plans maturing for new 2-story plant, 130 by 156 ft., on local site at Colerain and Alabama Aves. Cost reported over \$150,000, with equipment. Tietig & Lee, 34 West Sixth St., are architects; A. M. Kinney, Inc., Enquirer Bldg., is mechanical engineer.

Interstate Sheet Metal, Inc., 22 Bedford St., Newark, N. J., manufacturer of sheet metal products, has arranged for lease of one-story industrial building on local site at 187-91 Murray St., totaling about 15,000 sq. ft. of floorspace, and will improve and equip for new branch plant. No estimate of cost announced. Robert W. Roland, Sr., is president.

Baraboo Valley Creamery Assn., Reedsburg, Wis., Albert Lindow, head, plans new one and 2-story milk dehydrating plant, about 70 by 215 ft., at Union Center (Juneau County), Wis., where site has been secured. Cost estimated about \$115,000. Klinger & Hubbard, 218 South Barstow St., Eau Claire, Wis., are architects.

La Choy Food Products, Inc., 8100 Schoolcraft St., Detroit, Mich., manufacturer of canned food products, has plans for new plant at Archbold, Ohio, consisting of a main one-story building, 240 by 260 ft., and several smaller units. Company will remove present works to new location, where production will be concentrated in future. Cost about \$100,000. Erection will begin at early date.

Curtiss-Wright Corp., 30 Rockefeller Plaza, New York, N. Y., manufacturer of airplanes and parts, is acquiring large tract of land on Crittenden Drive, Louisville, Ky., as site for new plant. It will comprise several large one and multi-story units. Complete project is reported to cost over \$10,000,000. It is understood that G. J. Brandewiede, now in charge of company branch plant at Lambert-St. Louis Flying Field, St. Louis, Mo., will remove to Louisville to become general manager at new works.

Air Reduction Sales Co., 30 East 42nd St., New York, N. Y., manufacturer of industrial oxygen, acetylene gas, etc., has approved plans for new one-story branch plant at High and Hunt Sts., Central Falls, R. I., where site recently was acquired. Erection will be carried out at once. Cost reported close to \$80,000.

Fisher Furnace Co., Inc., 1740 North Kolmar Ave., Chicago, Ill., manufacturer of furnaces, blowers, fans, etc., has purchased one-story industrial building at North Wolcott and Bryn Mawr Ave., totaling about 20,000 sq. ft. of floorspace, heretofore held by Vermont Marble Co., and will take over at once for occupancy as a new plant.

Procter & Gamble Co., Gwynne Building, Cincinnati, Ohio, manufacturer of soaps, edible oils, etc., plans new plant in Mississippi (exact location withheld) for production for Government. It will consist of several large one and multi-story buildings. Cost over \$5,000,000, with financing to be provided by Defense Plant Corp., Washington, D. C., a Federal agency.

Wah Chang Trading Corp., 233 Broadway, New York, N. Y., antimony, tungsten and kindred materials, has purchased tract of about 6 acres at Glen Cove, L. I., improved with a number of buildings, and will modernize and equip for new plant for manufacture of chemical specialties. No estimate of cost announced.

McDonnell Aircraft Corp., Lambert-St. Louis Flying Field, St. Louis, Mo., manufacturer of airplanes and parts, has approved plans for new 2½-story plant, about 200 by 325 ft., near municipal airport, Memphis, Tenn., to be equipped for assembling service. Cost close to \$1,000,000. Work will begin soon.

Pickle-Rite Co., 3308 West Armitage St., Chicago, Ill., manufacturer of pickles and other condiments, will begin erection at early date of new one-story processing and packing plant, 55 by 160 ft., at Pulaski, Wis. Cost close to \$50,000. R. W. Surplice, 310 West Walnut St., Green Bay, Wis., is architect.

American Creameries & Cold Storage Co., Houston, Tex., care of Creamix, Corp., 737 East 11th St., Houston, plans new cold storage and egg products plant at Belleville, Tex. Work will be carried out soon. Cost estimated close to \$50,000.

Reliable Screw Machine Products Co., 3146 West Lake St., Chicago, screw machine products, plans new one-story plant, about 50 by 125 ft., on local site at Kilbourn Ave., and Rice St. Cost over \$60,000, with equipment. Sivert Klefstad, 6342 North Legett Ave., Chicago, is architect.

Cincinnati Gear Co., 1825 Reading Road, Cincinnati, Ohio, manufacturer of gears, pinions, etc., has plans under way for new one and 2-story and basement plant, about 45 by 80 ft., in Westover district, Mariemont, Ohio. Cost reported close to \$50,000, with equipment. John H. Deekin, Times-Star Bldg., Cincinnati, is architect.

Milwaukee Tool & Die Co., 3411 West Hopkins St., Milwaukee, Wis., manufacturer of tools, dies, gages, etc., plans new one and 2-story plant, 85 by 120 ft., on local site at 4040-54 North 34th St. Cost close to \$75,000. Mark F. Pfaller, 8525 Ravenswood Circle, Wauwatosa, Wic., is architect.

Powers & Co., 18 South Throop St., Chicago, Ill., manufacturer of canvas goods, has purchased one-story industrial building at 7310 Central Ave., River Forest district, totalling 25,000 sq. ft. of floorspace, and will improve and equip for new plant.

Allison Engineering Division, General Motors Corp., Speedway City, Indianapolis, Ind., manufacturer of aircraft engines and parts, plans new plant in Indiana (exact location withheld) for manufacture for Government. It will consist of a series of one and multi-story buildings for large output. Cost estimated about \$25,000,000. Fund in that amount will be furnished by Defense Plant Corp., Washington, D. C., a Federal agency. Work will begin soon. Allen & Kelley, Architects' & Builders' Building, Indianapolis, are architects.

Evergreen Mining Co., Crosby, Minn., plans new one-story plant in vicinity of Etna, Minn., for iron ore-washing and treating. Cost about \$35,000. Work will be carried out soon.

Standard Peza Co., Carlisle, Pa., manufacturer of radio parts, has acquired a 6-story building at Scranton, Pa., totalling about 12,000 sq. ft. of floorspace, and plans early removal of plant to that location, where production will be concentrated in future. New equipment will be installed for increased capacity.

Dorset Foods, Ltd., 450 West 31st St., New York, N. Y., manufacturer of prepared foods, soups, etc., has leased 4-story industrial building at 44th Ave. and 23rd St., Long Island City, totalling about 70,000 sq. ft. of floorspace, and will remodel and occupy for new plant. Present factory will be removed to new location and capacity increased.

(Continued on page 67)

# Motor TRANSPORTATION

## War Production Board Leases Greyvan Units

The familiar great blue and silver units of Greyvan Lines, have been adapted to a unique use by the prime contractors' division of the War Production Board.

Two tractors, each with trailer, constitute a mobile unit which has been turned into an exhibit of war production parts that can be sub-contracted to small plants. When exhibiting, the trailers are drawn up tailgate to tailgate, a tarpaulin is thrown over the roofs to exclude weather, and steps are placed at the open doors on the sidewalk side by which visitors enter the exhibit and pass directly through the length of both trailers.

These caravans with drivers have been leased from Greyvan Lines. One unit contains samples of parts needed in turning out torpedoes, while the other unit consists of an exhibit of parts which prime contractors need from other plants.

One of these impressive caravans has covered some 25 cities in Ohio and is now making brief stands throughout Indiana. It will then go on into Illinois, Iowa and Kentucky.

Another caravan is being fitted out in similar manner to start on the Eastern seaboard. Other caravans will be added to the fleet so that all highly populated industrial areas can be visited. The Government has scheduled 7 Greyvan caravans for eventual use.

Government officials in each State are routing the units and building up proper publicity so that manufacturers everywhere are apprised of the itinerary. Already many manufacturers have been put in touch with prime contractors through the exhibit. One plant owner in Canton, Ohio, obtained a sizeable order from a prime contractor only 4 blocks away. Until he saw samples of the parts in the exhibit, he did not know they were needed.

These caravans which are in charge of P. D. Dimmitt, are ferreting out idle machinery that can be put to work to increase the production of war goods. They are proving an obvious blessing to some manufacturers whose production has been curtailed or forbidden. Government officials have proclaimed the project "A major success."



Greyvan tractor-trailer units used by the War Production Board for exhibition of war parts.

George O. Watson, president of Greyvan Lines, Inc., says, "We are delighted to have such an opportunity to supply this equipment to the Government and are glad that our units have proved so adaptable to the project. While the demands on our equipment are overwhelming, due to the considerable movement of families throughout the country, we recognize the aid this equipment is giving to the war effort and feel it is a much more important work."

Greyvan Lines, whose headquarters are in Chicago, operate a large number of almost identical units throughout 38 States and under the direction of 35 branch offices.

## Urges Maintenance to Save Trucking Fleets

The Nation's motor truck fleet will be reduced by 25 per cent, or by more than 1,000,000 vehicles during 1942, unless normal wear-and-tear is drastically lessened by intensive maintenance, G. W. Laurie, manager of automotive transportation of The Atlantic Refining Co., Philadelphia, and consultant to the Office of Defense Transportation, OEM, declared in a talk before the 20th annual Mid-West Safety Conference at Chicago, May 7.

"It is estimated we spend approximately one and one-half billion dollars a year to maintain all vehicles on the road during normal times, and it is reasonable to assume that this figure must be exceeded to keep our present equipment on the road from now on," Mr. Laurie asserted. "The hard fact is, either we maintain, or we don't operate."

Mr. Laurie pointed out there are available only 150,000 new trucks to be released for purchase during the balance of 1942 and all of 1943

by those who can meet all the priority qualifications. Compared to 1941 when 700,000 new trucks were put in service in a single year, the possibility of any operator obtaining any of these trucks, Mr. Laurie said, "appears to be remote indeed."

"We have in the past under normal times, scrapped 420,000 trucks a year," he continued. "The reduction in trucks available for replacement, plus the normal 420,000 yearly casualty list means that we will have 1,045,000 less trucks by the end of the year, or a reduction of approximately 25 per cent of the 5,000,000 trucks which were registered in the United States at the close of 1941. It is quite obvious that our normal rate of scrapping will have to be drastically reduced if highway transportation is to continue effectively."

## Chicago Moves 50,000

An estimated 50,000 householders in Chicago moved in the 2 weeks centering around May 1, a 16-yr. record. Some 400 members of the Movers' Assn. of Chicago and scores of independent movers did the job. Industrial concerns also loaned their trucks to employees to help out. Household storage warehouses benefited considerably, as many families which have been affected by the draft sent their goods to storage and those who stay behind are doubling up with relatives. Rent increases caused many moves that were later regretted, due to the ceiling on rents as of March 1, ordered by the O.P.M.—*Slavson*.



## ANS or VAN TRAILERS



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HERMAN Vans and Van Trailers are custom-built to individual requirements at NO HIGHER COST. Not "just steel", but alloy steel—welded into one lighter, stronger, wear-defying unit that gives you the maximum in service at minimum maintenance costs. Tell us your requirements. We'll gladly submit suggestions—without obligation.

Don't buy any Van or Van Trailer before you investigate the HERMAN. Write for illustrated folder showing many pictures of latest styles.

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### Build Wooden Tires

Wooden tires for use on automobiles or horse-drawn vehicles are being made in the Buffalo, N. Y., plant of the Arrow Tank Co., Inc. Two Buffalo companies already have started using these wooden tires experimentally.

Developed from wedge-shaped blocks of elm, about 14 pieces are needed for a complete tire, which is built onto the steel rim of a wheel. There are interlocking connections between each block and the complete tire is held together by a steel band sunk into the outside edge. No glue is used in the fabrication of this unit.

### Nationwide Gas Rationing by July 1 Predicted

Predictions that nationwide rationing of gasoline will become effective this Summer as a means of conserving tires were made by 2 speakers at the May 18 annual spring meeting of the American Trucking Associations, Inc., held in Chicago at the Drake Hotel. July 1 was set as the probable date for such action.

H. H. Kelly, chief of the allocation section of the O.D.T., issued a call to the trucking industry to use every possible means to conserve its equipment for essential war

transportation. He predicted that new trucks now held in the ration pool would be distributed by the end of this year and warned that a shortage of replacement parts, particularly for heavy duty trucks was in prospect. About 28,000 of the 150,000 new trucks frozen early this year have already been rationed. Of the 10,000 heavy trucks in the pool, 4,000 have been distributed with Government and private truckers sharing the supply about equally.

### Newspaper Transport Economy Move

The O.D.T. has been petitioned by the American Newspaper Publishers Assn. for modification of O.D.T. orders affecting newspaper delivery. The association submitted a 6-point plan designed to reduce mileage more than O.D.T. orders contemplate without curtailing deliveries drastically. These are:

1. Eliminate deliveries to individual subscribers.
2. Reduce or eliminate extra or special edition deliveries.
3. Make greater use of common and contract carriers where available.
4. Reduce number of trips for returns or collections.



**Old Rubber**—Automobile and bicycle tires and tubes, rubbers, overshoes, bath mats, gloves, heels.



**Needed for**—Tank treads, truck tires, gas masks, barrage balloons, lifeboat rafts, pontoon bridges.

*You can help your Country...*

By aiding in the salvage program; by urging customers whom you are moving to do likewise.

*You can help your Country...*



Write us for specifications on your requirement.

By rebuilding your worn-out van units. Gerstenslager Company knows how to make them look as good as new, to reinforce them so they will give you many more months of service.

## THE GERSTENSLAGER CO.

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5. Reduce overlapping delivery routes in cities where 2 or more daily newspapers publish morning and/or evening.

6. Pool deliveries wherever possible.

### Brashear Freight Lines Acquires New Space

The Brashear Freight Lines, St. Louis, has purchased a lot fronting 100 ft. on the South line of Bernard Avenue and 135 ft. deep. According to the president, J. Roy Brashear, the purchase completed the assembling of a spacious plot of ground for his concern which now has a site fronting 400 ft. on Scott, Bernard and Theresa Avenues, and extending West almost to the Grand Avenue viaduct.

At present the plans are to use some of the additional space for the expansion of the Freight Lines' shipping quarters and the rest for parking trucking equipment.

Officers of the Brashear Freight Lines, which operates the Brashear Truck Co., Kern, Inc. and the M-K Express Co., are: J. R. Brashear, president and treasurer, Roy A. Brashear, vice-president and R. B. Chips, secretary.—Hoag.

## State Barriers to Transportation Object of Federal Concern in Washington Hearings

**I**MPELLED by the force of a Presidential edict supported by encouragement from O.D.T. Chief Joseph B. Eastman and Donald M. Nelson, the first drive against interstate trade barriers which holds hope for success got under way in Washington in May.

The subject was not new to the government and industry experts who convened. Reams have been written in official documents, pious declarations that "barriers must go" have been annual reports in Congressional Record pages, but the urge of a White House war-borne demand that something be done about it was lacking until now.

Motor transportation, naturally, figured largely in the deliberations—running, in fact, through every phase of the discussion.

President Roosevelt in a message to the conference said legal obstacles, arising from a desire for regional and local advantage, are vexatious and disruptive to commerce in peace, and in war they are dangerous in a country so vast as the United States with industry and interests so diverse. He said many State and local laws designed to meet peacetime conditions have imposed heavy toll on national efforts to utilize American resources of land, manpower, and materials of war. Some laws have been modified, others made more flexible, but much remains to be done before all legal restrictions to the war effort have been eliminated.

W.P.B. Chairman Nelson in an address to the conference said the most pressing need for removal of legal obstacles is in the fields of transportation and building.

"The most important single field may well be that of transportation," he said.

"I don't need to go into any detail about the port-of-entry laws, and the allied network of devices which tend to hamper the free interstate movement by truck. I simply want to call your attention to them and point out that until this war is ended our entire transportation system is going to be carrying a greater load than it ever carried before," he warned.

"It has to be as free to carry that load as we can possibly make it. This is no time to hang on to the luxury of regulations which are aimed primarily at keeping the people of one State from hauling goods to another State. It is not time to hang on to the luxury

of regulations designed to restrict or limit the numbers of people who may carry goods from one place to another. The shortages of gas, rubber and repair parts are going to give our motor transport operators handicaps enough; the very least we can do is make sure that no unnecessary handicaps are added," he said.

Some of the handicaps are relatively obscure, he said, but cited an instance where work at an ordnance construction job in Arkansas was handicapped early in the Spring because the men could not get transportation from their homes to the job. To save tires and gas, they pooled their cars—3 or 4 men would ride in one car, each man paying the driver so much to pay his expenses. The State police moved in and stopped this, on the ground that the drivers did not have commercial passenger carriers' licenses. There have been a number of cases, Mr. Nelson said, where men working in new war plants have been obliged to live in one State and drive to work on the other side of a State boundary—only to find themselves stopped and compelled to buy new license plates.

### Licensing Rules

"Licensing rules in regard to motor transport affect the war effort in many ways," the W.P.B. chief stated. "We are doing everything we can to promote the collection of scrap metals by junk dealers. Salvage work of that kind is very important, because we need these metals very badly. But in a great many cases we have found that local regulations prevent a junk dealer from crossing

a county line, keep farmers from loading their trucks with scrap metal to take to a dealer, or require such high license fees from junk dealers as to cut down on their operations. In many States, truckers of livestock are forbidden to make 'back hauls'—to carry freight back to farmers after delivering stock at the railway—which simply means an uneconomical use of trucking facilities and a considerable waste of rubber. In the same way, it is not possible to make the most efficient use of trucks in the distribution of food because of the fact that many cities close their markets to itinerant or long-haul truckers."

Defense Transportation Director Eastman told the conference the Federal Government may be forced to take direct action under the War Powers Act to eliminate State barriers to unhamper highway and rail transportation, if the States themselves do not voluntarily and promptly relax offending restrictions.

He said the most serious obstacle to war use of railroads is the existence of State laws limiting the length of trains. These laws slow down train movements and require needless use of extra locomotives, he said. Other State laws regulating the number of men in train crews may hinder rail transportation if the war results in a heavy drain on railroad manpower, he said. Rigorous controls exercised by some States over railroad passenger service delay measures for conservation of passenger equipment.

Highway transportation by truck and bus is seriously im-



A good example of what some fleet operators are doing to aid in the collection of scrap so vitally needed in the country's war effort.

ped in some areas by lack of uniformity in State regulations covering height, length, width and weight under load, and licensing and taxation of carriers. Shipments of the most urgent character—even when under seal by the Army and Navy—have been seriously impeded in movements across State lines by such regulations, he said.

Railroads and their employees, Mr. Eastman said, have been "extremely active" in seeking State restrictions on the size and weight of motor vehicles to limit or embarrass the competition they encounter from trucks and buses, and in opposing Federal remedial legislation, he said. Laws exist in a few States which can be explained in no other way, he declared.

#### Issues Warning

Mr. Eastman issued the following warning as to the future which faces the transportation industry of the country:

"Although adequate and efficient transportation ranks high in the scale of essential needs, you may be sure that the critical materials that will be allocated by the War Production Board for the maintenance and expansion of transportation facilities, in the face of mounting demands for transportation, will be held within the lowest possible limits, and that it will be necessary to make the maximum possible use of all of our existing facilities. This stringency has already been made more acute by the fact that the stoppage of all of our intercoastal and most of our coastwise shipping has thrown a very heavy load on our railroads. And I look forward with the utmost foreboding to the time when the rubber shortage, to say nothing of gasoline rationing, may greatly reduce the amount of transportation which can be supplied by the highway automotive vehicle, for that will throw a tremendous burden upon the remaining facilities, and on the railroads in particular."

Describing the seriousness of the situation as faced by trucks and buses, Mr. Eastman said: "I am aware, and am glad to report, that the State authorities are showing quite generally a most commendable disposition to respond to war needs in every way within their power, and not infrequently they have a leeway which permits them to relax the restrictions in question under emergency conditions. But even such action on their part necessarily takes some time, and by no means do they always possess the authority necessary for such relaxation. There

is an imposing volume of evidence that trucks engaged in handling, not only commercial shipments, but also shipments under seal made by the Army and Navy and of the most urgent character, have been seriously obstructed or impeded in movements across State lines. These obstructions have resulted, not only from variations in size and weight regulations, but also from impediments to the use of vehicles because of license regulations and the like.

"There are 2 ways of accomplishing, for the 'duration,' the relaxation which is so urgently needed," Mr. Eastman said. "One is by voluntary but prompt action on the part of the States and their authorities, under new States legislation, if necessary. The other is Federal action under the war power of the Constitution. Certainly the effort should first be made to accomplish the relaxation in the first of these ways."

An exhibit was placed on record at the conference which described legal obstacles to motor truck transportation—a compilation by the Dept. of Commerce. The exhibit was a compilation of letters received from trucking concerns throughout the Nation indicating that State laws regulating truck size and weights and lack of reciprocity on licenses are placing substantial barriers in the way of wartime transportation.

These letters were in many cases accompanied by arrest tickets, fine receipts and other documentary evidence, as well as estimates of the amount of time lost during detention by enforcing authorities, and of the amount of additional traffic that could be carried with existing facilities if regulations were relaxed.

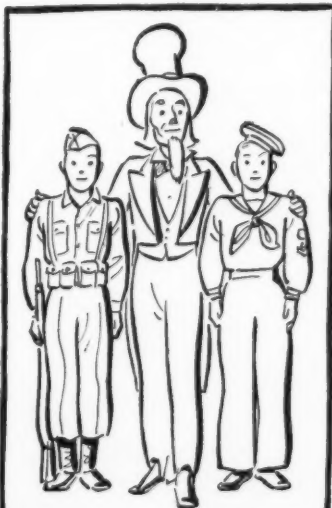
While it is true that no fines would have been assessed if the laws had been observed, the letters disclosed that many truckers are confronted with the fact that they have no alternative than to violate the law of some State if they move the traffic as legitimately loaded in a sister State.

#### Shifting of Army Loads

Many loads of goods shipped by the military departments now travel under seal, and the driver is unable to shift the load if wheel weight limits are exceeded. Some loads go out with instructions from military authorities that these loads are to be delivered as a single unit; it would, therefore, be a violation of orders if the overload were shifted to a 2nd truck when States with lower weight limits are entered. Some traffic by reason of its size and weight distribution cannot be moved, if certain laws are to be observed, the department pointed out.

The letters point to several conditions which are serving as obstructions to the war program:

1. Delay occurs due to time consumed by arrest and proceedings for release.
2. Many States still do not permit military shipments to move in the face of violations of State laws.
3. When States do permit war shipments to move in violation of the laws, it is often necessary to obtain a permit for each cargo, and to travel over designated routes.
4. Such permits often apply only to the "out" movement so that, where length restrictions are involved, arrests occur for violation on the return trip.
5. Definitions of "war goods" are not uniform in the different States. Many cargoes for which permits are not granted are only a step removed from war production.
6. Length and weight restrictions which differ from State to State necessitate transfers at State lines.
7. Lack of reciprocity in licensing prohibits one State's trucks from operating on another State's highways.
8. Trucking facilities generally are being operated below their



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physical capacity in spite of the shortage of rubber and other materials and the increased need for full utilization of all equipment.

In conclusion, the department said: "While all State laws must be presumed to have a proper justification, the degree of variation which exists can hardly be justified in time of peace or war. In time of war the effects of these variations are intolerable."—Manning.

### Trade Barriers Discussed on the Air

"How Can Trade Barriers Be Removed to Aid the War Effort?" was the topic of the American Radio Forum of the Air, broadcast Sunday evening, May 10.

The broadcast, followed by several days the Federal-State Conference on War Restrictions held in Washington, and the participants included a panel of well-informed authorities who discussed the subject from the state and federal point of view.

The consensus was that selfish interests on the part of States designed to protect their local interests, should be laid aside voluntarily to eliminate the necessity of direct Federal action to remove hampering restrictions to the war effort. Besides the States, the panel agreed, organizations including railroads, are offenders who have exerted their energies to place barriers in the path of motor transportation.

Presenting the Federal point of view was W. Y. Elliott, of the War Production Board, Congressman Emanuel Celler, Democrat, of New York, and Wayne C. Taylor, Under Secretary, Department of Commerce.

State interests were discussed by Gov. Herbert R. O'Connor, of Maryland, Elwood J. Turner, member of the Pennsylvania House of Representatives, and chairman of the Interstate Commission on the Delaware River Basin, and Phillip Tocker, director, Trade Barrier Section, Southern Governors Conference.

Mr. Elliott pointed out to the panel that 22 States have laws that delay the movement of trucks and cited several instances where laws have hampered deliveries to defense projects by trucks.

"Everyone will agree that there is nothing more important today than the prompt, free movement of essential goods to war industries. Transportation may prove to be the most essential bottleneck in our whole program, the most overburdened," he said.

"Today," he said, "behind the guise of State laws controlling transportation, setting licensing and permits for inspection, enforcing systems of discriminatory taxes, a set of tariffs and

trade barriers have arisen in the United States. Now, some of us have studied this for a number of years, and I know that the opinion of many members of this panel is that the States ought to be left to undo it, but the fact on the record is that the States have behaved in this matter in such a way as to show that remedy cannot be expected from the states alone."

Speaking also along the lines, Congressman Celler stated that "interests of States must yield to the national safety in our present peril."

Discussing the powers delegated by President Roosevelt to the Office of Defense Transportation, headed by Joseph B. Eastman, to set policies for war-time control and power to develop programs "to facilitate the continuous adjustment of the Nation and its transport requirements to the available supply of transportation system relying upon rubber," Congressman Celler warned that Eastman now has the authority to force the State governments and their political subdivisions to do away with "nonsensical traffic obstructions." "He will have to ride roughshod over so-called State rights," he declared.

To make this point even stronger, Mr. Taylor directed that the purpose of the recent Washington conference was to point out to the States the barriers retarding the movement of men and materials so that they could take necessary action. "You may say that was their last chance," he said, "because if the States do not take action, the Federal Government will."

Mr. Turner countered with the assertions that the government had been lax in revealing to the States restrictions which should be removed. "I can say from experience," he said, "that they haven't shown us entirely that there are all the necessities for changes."

He raised the question whether Congress has the power to sweep aside laws considered to be trade barriers, but Representative Celler assured that Congress can and will

adopt necessary legislation to remove impediments to the war effort.

Said Mr. Celler: "Any kind of municipal regulation or State statute that interferes with the proper carriage and the haulage of materials and supplies to our army camps and our points of embarkation should immediately be erased from the statute books."

The Congressman then suggested that President Roosevelt appoint a commission to be composed of members from the alphabetical bureaus to determine restrictions and suggest appropriate action by the States.—Manning.

### Local Deliveries Curtailed

Joseph B. Eastman, Director of Defense Transportation, recently issued a general order curtailing local delivery services as a means of conserving transportation facilities and equipment.

The order (General Order O.D.T. No. 6) prohibits special deliveries and "callbacks," and limits the number of deliveries and the mileage of local delivery carriers.

Effective June 1, local carriers are forbidden to make any special deliveries except to hospitals and the armed forces of the United States, and except emergency deliveries of supplies necessary to protect the public health, life and safety.

As of the same date, the order prohibits call-backs made in a 2nd attempt to deliver shipments on the same day or to make collections and forbids carriers to make more than one delivery to any one person in a single day. However, if deliveries to one person are so large as to require more than one vehicle, they may be considered as a single delivery.

After June 1, local carriers using rubber tires are required to reduce their total mileage by at least 25



The Whiting-Plover Paper Co., Stevens Point, Wis., hauls heavy loads of paper in all extremes of road and weather conditions. This combination of Fruehauf stainless steel trailer with F.W.D. tractor unit is designed for the job.

per cent each month as compared with the corresponding month in 1941. In computing the mileage reduction, mileage saved by cutting down on deliveries and by eliminating special deliveries and call-backs may not be included.

If local carriers undertake joint action to pool their deliveries or to curtail services, such action must conform to the terms of the joint statement issued by the Office of Defense Transportation and the Department of Justice on March 12, 1942. Local carriers may, but are not required to, submit proposed plans for joint action to the O.D.T. for consideration and approval, in order to forestall prosecution under the anti-trust laws. All such plans must be submitted to the O.D.T. for informational purposes, however, regardless of whether or not specific approval is sought.

Local carriers are required by the order to keep mileage records, as well as records showing the steps taken to comply with the other requirements of the order.

Vehicles are defined by the order to be any rubber tired vehicles propelled or drawn by mechanical power or by horses. Local carriers include all persons engaged in the transportation of property by vehicle for compensation or as a business service in or near communities or on trips not longer than 15 miles.

A number of different types of vehicles are specifically exempted from the provisions of the order. These include vehicles operated exclusively for the construction and maintenance of telegraph, telephone, radio, electric light and power, gas, water supply, sewage disposal, garbage disposal, and sanitation services; vehicles owned or operated by the armed forces of the United States or of any State; farm vehicles when transporting produce or farm supplies to market or farm; and vehicles performing pick-up and delivery service for line-haul motor, rail, express, air, or water carriers, or for freight forwarders.

Commenting on the order, Mr. Eastman said:

"The conservation of facilities and equipment which is sought through this order can be brought about without undue hardship upon local delivery carriers if the carriers take steps to readjust routes of operation, to eliminate overlapping and duplicating routes, to eliminate unnecessary services, and to establish pooled or co-operative services.

"Although voluntary conservation plans have been put into effect by operators of a number of different types of local delivery services, in co-operation with the Office of Defense Transportation, the acute shortage of tires and motor vehicles equipment makes it imperative that effective conservation measures be applied to all types of local delivery services.

"I am confident that consumers affected by curtailment of delivery services as required by this order will be

glad to forego these services as a part of their contribution to the war effort."

### Mdse. Mart Leased for Govt. Employees

Lease by the government of 550,000 sq. ft. of space in Chicago's Merchandise Mart has cleared the way for the transfer of numerous Federal bureaus from Washington, D. C., to that city and the work of removing the various units to their new location is expected to get under way immediately. To the list of offices slated for removal from the capital city has been lately added that of the War Bonds and Stamps Division of the Treasury Dept., the others being from the Interior Dept., as follows: Fish, Game & Wild Life Service, National Parks Service, Office of Indian Affairs, Petroleum Co-ordinator, Bituminous Coal Commission, and Office of Alaska Railway.

The 550,000 sq. ft. of space obtained for their use in Chicago's largest commercial structure covers 2 floors or approximately 4 city blocks in area. Percy Wilson, manager of the Mart, said this space was arranged without forcing any tenant to leave the building. He stated, also, that rumors that the government is negotiating for outright purchase of the Merchandise Mart, are untrue.

When the hegira to Chicago is completed, Washington's population will be decreased by between 18,000 and 20,000 persons, according to conservative estimates. Fears that housing difficulties would be encountered in Chicago were set at rest when property owners there listed nearly 10,000 vacant apartments, houses and furnished rooms with representatives of the Office of Decentralization, prior to arrival of the Railroad Retirement Board, first of the government agencies to be sent to the Windy City.

Transfer of the Railroad Retirement Board, which was effected in April, involved the movement of a 22-car freight train of office furniture and equipment and the use of a sizeable caravan of motor trucks to transport personal effects of the Board's 1600 employees and their families, totalling 6500 persons.

The Retirement Board now occupies the 12-story America Fore Bldg. at 844 Rush St., which was purchased outright by the government for a reported \$1,500,000. Preliminary plans for this transfer had been so carefully prepared that within an hour after the first files and accounting machines had been set up in the new Chicago quarters, the regular monthly checks disbursed by the Board's

Bureau of Wage and Service Records were being mailed out.—*Slawson.*

### Grocers Fear Return-Load Rule

At its closing sessions in Nashville, Tenn., on May 7, the United States Wholesale Grocers Assn. asked for elimination of the O.D.T. requirement of a return load of all wholesale trucks delivering to retail merchants, claiming that this regulation "would put out of business many rural stores not on common-carrier routes which now are serving a major part of our rural population."

### Truck Parts Output Curtailed by W.P.B.

The War Production Board on May 5 ordered a sharp reduction in the existing high rate of production of replacement parts for light trucks for civilian use. Only specified parts in the future may be produced and in curtailed quantities designed to satisfy actual demand but eliminate surpluses. This order, applying to trucks under 9,000-lb. gross weight, supersedes the previous ruling which permitted producers to make during the first half of the year up to 150 per cent of the number of each of the replacement parts sold by them for replacement purposes in 1941.

Producers, during the period April 1-June 30 and during the period June 30-Sept. 30, may make only 70 per cent of the total dollar volume of replacement parts sold by them in the corresponding quarter of 1941. This production quota is accompanied, it is claimed, by certain restrictions in inventory of finished parts.

### Truckmen Would Haul Las Vegas Ore

Trucking association executives are indignant over the proposal to haul immense ore tonnage from Gabbs Valley to Las Vegas by rail (a 3-day job) instead of by truck (an 8-hr. haul). The ore is destined for reduction into magnesium by the huge Basic Magnesium plant at Las Vegas. The trucking operators want to haul the ore over a direct route which is 331 miles long. Rail shipment (if cars can be had) would have to be by way of Salt Lake City and is a distance of 1110 miles. Trucking associations are fighting the rail proposal and urging the use of trucks for this work, vital to national defense.—*Gidlow.*

### O.D.T. Rules for Efficient Operation

Moving to counteract a rapidly dwindling supply of motor trucks in the face of increased demands on the country's transportation facilities, the Office of Defense Transportation recently ordered the trucking industry to put its over-the-road freight operations on a more efficient basis.

The O.D.T. issued 3 orders (General Orders 3, 4 and 5) setting up specific war-time rules for common carriers, contract carriers and private carriers. Compliance with both the letter and the spirit of the orders, the O.D.T. asserted, is "essential to the successful prosecution of the war."

The new regulations go into effect June 1.

The purpose of the orders is two-fold:

1. Elimination of less-than-capacity loads through a general over-hauling of schedules and, in the case of the common carriers, outright pooling of facilities.
2. Conservation of tires and equipment through establishment of ceilings on overloading and elimination of hauling by circuitous routes.

Except for certain vehicles which are exempt from the regulations because of the nature of the services in which they are engaged, all trucks after June 1 will be expected to be loaded to capacity on the outgoing trips and to at least 75 per cent of capacity on the return trips.

In the cases of contract and private carriers, this would be done, in the main through revision of shipping schedules. Order No. 3, dealing with common carriers goes a step farther.

Not only are the common carriers expected to tighten up their operations through schedule revisions but also to pool their facilities wherever necessary to carry out the provisions of the order.

#### 7 Procedures

Order No. 3 sets up 7 possible procedures for common carriers. They may:

1. Alternate or stagger schedules.
2. Exchange shipments or property.
3. Pool shipments, revenues or both.
4. Jointly load or operate their trucks.
5. Divert shipments, lease equipment, operate joint terminals or pickup or delivery vehicles.
6. Establish arrangements with other carriers for the interchange of equipment.

7. Appoint a joint agent "to concentrate, receive, load, forward, carry, unload, distribute and deliver property; receive, account for and distribute gross or net revenues therefrom, or otherwise handle or conduct the carrier's business as carriers of property upon just and reasonable terms and conditions."

Carriers contemplating joint action under one or more of these procedures may submit plans to the Office of Defense Transportation for consideration. No such plan may be put into operation, however, without the permission of the Interstate Commerce Commission, the proper State regulatory body or the O.D.T.

#### Exempt Trucks

Exempt from the provisions of the new regulations are trucks carrying explosives or other "dangerous articles," farm trucks and trucks classified as "special equipment," such as those carrying mounted machinery. Trucks used in the maintenance of public utilities, those operated exclusively in the furtherance of public health and safety and trucks operated exclusively in the interests of the armed forces are also excluded.

All other motor trucks are expected to eliminate waste in operations and to conserve and properly maintain tires and other equipment.

In the case of the common carriers, trucks not exempt from the provisions of Order No. 3 are directed to eliminate duplication of services and to "curtail schedules and services to the extent necessary" to comply with the order.

In order that shipments will not be unduly delayed, the common carriers will be required to divert to other carriers freight held at a terminal 36 hours, or at 2 or more intermediate terminals for an aggregate of 48 hours, and to accept such diverted freight from other carriers.

Every common carrier is directed to maintain operating records "and keep such records available and open for inspection at all reasonable times for investigation by the O.D.T."

The order further states that every common carrier—rail, motor, water and other—shall "establish just, fair and equitable divisions of revenues derived from transportation performed pursuant to this order."

The order adds:

"Unless the division of revenues from any interchanges made pursuant to the provisions of this order have been agreed upon by

the interested carriers, or shall have been prescribed by the Interstate Commerce Commission, or by the appropriate State regulatory body, such revenues shall be divided as this office shall order."

All trucks not exempt from the provisions of the 3 orders will, after June 1, be allowed to load only to the extent of 120 per cent of the rated tire capacity, as determined by a scale set up by the O.D.T.

The capacity of a truck for the purpose of determining its load ceiling is to be based on the rated capacity of its tires, less the weight of the truck itself.

Thus, a truck using six 15-in. tires with a load-carrying capacity of 1,500 lbs. per tire would have an overall tire capacity of 9,000 lbs. The load-carrying capacity of the truck would be arrived at by subtracting the weight of the empty truck from this figure. In the case of a truck weighing 4,000 lbs., the capacity would be 5,000 lbs.

Order No. 3 provides that no truck shall be allowed to return to the point of origin empty or loaded only to a fraction of capacity unless there are no goods in the possession of any other common carrier awaiting transportation in the direction in which such a truck would be traveling on its return trip.

#### Re Empty Haul

The order would not prevent a truck traveling empty "from the point of final discharge of lading to a nearby point, where traffic is available for loading, if such traffic cannot be transported by any carrier under any of the conditions" set forth in the order.

The order pertaining to common carriers provides that shipments handled in compliance with the "capacity basis" rule of the O.D.T. "shall be handled and transported in the same expeditious and efficient manner as shipments of a like nature received from any other source."

This, the O.D.T. pointed out, will become an increasingly difficult task as demands on the industry increase and truck facilities become reduced.

Last year, it was pointed out, there were approximately 700,000 new trucks put into service in the United States, while only about 150,000 new trucks will be available during this year and next.

In normal times, approximately 420,000 trucks are retired from service each year in the United States.



### Pa. Truckers to Mobilize for War Effort

Mobilization of 350,000 commercial trucks in Pennsylvania for maximum efficiency in the war effort will be the keynote of the 9th annual convention of the Pennsylvania Motor Truck Assn. at Harrisburg, June 19-20.

John R. Eldridge, general chairman of the convention, said: "The Government has just issued far-reaching orders requiring maximum use of all available motor truck equipment for prosecution of the war, both on the battle fronts and the home front. These orders call for widespread adjustments on the part of many carriers. We are ready to do our part. A program for effectuating the Government regulations will be worked out at the convention. Already district committees of over-the-road and local carriers have been established by the industry in the Philadelphia and Pittsburgh areas to make the most of present equipment and eliminate waste. Other sections of the State soon will follow suit."

Pooling, leasing, rationing and priorities will be among other topics of discussion at the convention, Eldridge said, adding that "high-ranking military and government transportation officials will speak."—Barr.

### Horses on Pittsburgh Milk Routes

Wartime distribution of milk by horse-drawn vehicles begins on June 1 on 50 of Meadow Gold Dairy Co.'s 100 retail delivery routes in the Pittsburgh district, reports A. J. Claxton, company president.

Horses are used on all routes up to 20 miles in length. Horses began training to remain standing (while driver delivered milk) on a farm at Zelienople, Pa.; then became accustomed to city traffic. New delivery-wagons have tires of wood. The new tires are "specially assembled so that each will wear about one-third as long as a rubber tire, and reasonably quiet."—Lef-fingwell.

### C.R.C. Will Work With O.D.T.

The new rules issued by the O.D.T. strengthen the California Railroad Commission program, under way for some little time. Commission President Justus Craemer told *DandW*, "The O.D.T. program goes much further than our proposals for conservation of tires, equipment and manpower. We cannot be quite as vigorous in our proposals as the O.D.T." Craemer says the commission will work along with the Federal transportation body. Conference has already been held, a revised program for California has been drafted, and is being submitted to O.D.T.

The original C.R.C. proposals, worked out as a result of informal meetings with truckers and shippers, included a 4-point program involving (1) fewer pick-ups, deliveries and radial shipments; (2) elimination of duplicate services; (3) reduction of trips with "empties"; (4) conservation of equipment and manpower through increased co-operation between shippers and truck operators.

Craemer says California is in an exceptional position in the national picture with respect to trucking "because highway transportation carries more of the traffic than other carriers." In proof of this he points out that of the intrastate traffic revenue, "two-thirds went to truckers" last year. Railroads might have the highest volume, due to more low-grade commodities being carried in rail cars, but truckers account for more of the higher grade products.

The objective of the Commission is "to keep alive as much as possible of the trucking equipment of the State" because of the extent to which vital shipments—agricultural, for instance—are dependent on this form of transportation in California.

The Commission hopes to have an approved program in effect with O.D.T. within a month or less.—Gidlow.

The State Railroad Commission on May 13 put into effect the following set of orders to cover delivery services:

Only one delivery shall be made to a consignee on any one day by any one carrier.

Calls for pickup service received after 3 p.m., from Monday through Fridays, shall be serviced the following day. Calls after 11:30 a.m. on Saturday shall be serviced the following Monday.

The terminals of all carriers under Railroad Commission jurisdiction shall be closed for the receipt of freight between 4:45 p.m. and 7 a.m. of the following day from Monday through Friday, and between 1:30 p.m. Saturday and 7 a.m. Monday.

Exemptions under O.D.T. orders are: truckload lots; perishable freight, such as fresh milk, cream, yeast, fruit, vegetables, meats, poultry, seafood, and bread and pastry.—Gidlow.

### S. F. Drayers See Added Tonnage

Despite all attempts to conserve equipment, both under a voluntary program and more recently in compliance with O.D.T. rulings, San Francisco draymen are more than likely to be called on to make increased rather than decreased use of their equipment, says J. F. Vizzard, secretary of the Draymen's Association. The elimination of railroad switching and railroad use of trap cars will result in heavier demands being

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made on drayage operators, Vizzard says. There has been considerable inter-city and intra-city use of railroad cars within, and between, San Francisco and Oakland. Discontinuance of this practice will throw much additional tonnage to drayers.

"We are trying to work out a practicable pooling arrangement so as to comply with the letter and spirit of the O.D.T. program," Vizzard says, but he and association members do not feel that many further economies can be effected. "We are pretty well cut to the bone already in our operations. There will shortly be far less shipper-owned equipment in operation, such as has been used partly on highways, partly in the city, and our operators will be called upon to take up the resulting tonnage that will have to be moved."—Gidlow.

### New Caldwell Terminal

Caldwell Motor Freight, Inc., has opened its new headquarters and terminal at 800 Twenty-third St., Detroit. The new building includes the offices of the company. The new terminal has 9 loading doors and a loading dock 60 ft. long and 35 ft. wide, which will greatly facilitate handling of increased freight, according to Harry A. Fischer, president of the company.—*Reves.*

### Mich.-Ind. Line Moves

The Michigan Indiana Transportation Co. recently moved into its new quarters in the Wright Terminal Bldg., 6530 Epworth Blvd., Detroit. Home offices of the company are located in Flint.—*Reves.*

### Detroit-Chicago-Ft. Wayne-Toledo Service

A line of direct service from Detroit to Chicago, St. Louis and Fort Wayne, through the recently established lessee operation of the Toledo-Fort Wayne Truck Lines by The Fitterling Transportation Co., Inc., with home offices in South Bend, is announced by Homer W. Fitterling, president of the company. Detroit operation will be out of the Detroit terminal at 528 Eighth St. William C. Lafayette has been appointed Detroit terminal manager.—*Reves.*

### New Mead Terminal at Columbus

The Mead Trucking Co. will construct a new terminal building in Columbus, Ohio, at the Northeast corner of Michigan Avenue and Poplar Street, announced W. L. Mead, who said workmen will immediately begin razing 2 four-family frame duplexes to make room for the new terminal structure, which will be modern in every respect. The Mead Co.'s principal lines are between Columbus and Boston.—*Kline.*

### Victory Flags on Kramer Trucks

Kramer Brothers Freight Lines, Inc., Detroit, one of the country's largest carriers, now largely engaged in transporting materials for armament plants, is carrying a flag on every one of the company's units, together with a "V for Victory" emblem. President Edward S. Kramer, after hearing President Roosevelt's famous State of the Nation address, immediately ordered 1,500 flags.

The flags, each measuring 16 by 24 in., are mounted in special sockets, built to withstand wind whipping. The company has adopted the slogan: "You keep 'em flying, we'll keep 'em rolling."—*Reves.*

### Ind. Waives Truck Restrictions

Indiana's law which limits the overall length and height on trucks and semi-trailers will be waived because of the war, as part of the elimination of trade barriers, announced Attorney General George N. Beamer, who was a member of a committee which conferred with Federal authorities on the subject. The Indiana law provides trucks and semi-trailers may not be more than 40 ft. long nor more than 12 ft. high. The State, however, will conform with Federal regulations which allow vehicles of up to 45 ft. in length and 12½ ft. in height.—*Kline.*

### Tenn., Ohio and Ind. Reciprocity

Tennessee has entered into reciprocal agreements with Ohio and Indiana, waiving licenses, fees, and taxes on motor trucks operating in interstate commerce. The agreements do not cover the maximum weight or safety laws of each State, nor do they apply to vehicles hauling motor fuel.—*Kline.*

### Wyoming Truckmen Convene

One of the important subjects of discussion at the meeting of the Wyoming Trucking Assn. was the current project to mobilize all trucks in the State for war if needed, plus a companion plan "to assist all caravans crossing the State."

An interesting innovation at the meeting was an electrically recorded Questions and Answers forum incorporating information to be submitted for consideration by Donald Nelson of W.P.B. and J. B. Eastman of O.D.T. If the prophets can't come to grass-roots, Wyoming trucking operators believe in sending grass-roots comment on to the prophets!

Re-elected for the current year was William Hilliar, president. Vice-president is Thos. Weadick; treasurer, Walter Pavela; secretary-manager, E. B. Brannan (re-elected).

The convention was attended by 151 registrants, with visiting trucking operators from 5 adjoining States, eager to hear chief speaker of the convention, Fred Lautzenhiser, technical consultant to the Automotive Branch of W.P.B.—*Gidlow.*

### Pittsburgh Dispatching Office Solves "Return Load" Problem

Pittsburgh truckers and shippers have in operation a plan enabling transport men to comply with the I.C.C.'s new regulation regarding "return loads."

So far the plan is "progressing nicely." It "will work out as well as we can make it work," reports George F. Callahan, Jr., Exhibitors Service Co., and chairman of the permanent advisory committee representing trucking and industry to the Office of Defense Transportation; and so far, he reports, co-operation has been better "than anyone ever has secured before."

Representative committee responsible for the system includes Ross E. Jones, Jr., traffic manager, H. J. Heinz Co., representative for private carriers; David I. McCahill, Jr., Harmony Short Line, inter-city; M. J. Hannon, Hannon Transportation Co., local and contract carriers; and George I. Callahan, Jr., Exhibitors Service Co., common carriers and committee chairman.

In operating the system, via a central dispatching office located in the Golden Triangle business district, both shippers and truckers maintain contact in arranging for "return loads."

Under the new arrangement, for example, when a carrier gets an order to transport more freight than he can handle, he advises the central dispatching office which finds a carrier which can handle the extra freight. Similarly, when a carrier has equipment available for use, he informs the central dispatching office and it tells him of the location (when it becomes known) of an overburdened shipping point.

Regarding the suggestion of co-operation between carriers operating between 2 points whereby companies at both ends would solicit business and use their own trucks to haul alternate "return" loads, Mr. Callahan said the idea sounded feasible and might very well become a part of the present plan.

To stimulate interest in the problem and bring about action, P. H. Butler Co. in Pittsburgh ran a 3½ by 7-in. newspaper ad headlined:

"We're looking for many happy returns (to Pittsburgh) for our 20 big 5-ton grocery vans." Straight-from-the-shoulder continuity followed: "It is expected that by June 1st, in order to truck to our out-of-town stores, we will be required to haul back to Pittsburgh a 75 to 100 per cent capacity load. We solicit this return load from you. Use our rubber and our trucks and our drivers and helpers, etc. We can handle weekly tonnage as indicated from the following points: (listed in 3 separate

columns under compass direction from Pittsburgh—North, South, East—were 24 cities, and the return tonnage the Butler Company offered to move to Pittsburgh—highest, 30 tons; lowest, 10 tons; farthest city, Erie, Pa.)

Regarding legality of the offer, under the tonnage schedule ran this qualifying statement:

"This offer is subject to permission, cooperation and authority of Federal Bureau, I. C. C., etc.—The State Rate and Licensing Bodies and Transportation Unions, but we believe it a sound and necessary rule and feel the obstacles will and should be overcome. If you feel we can help you—we know you can help us—and ask that you write or phone . . ."

The morning after the ad ran, a Butler company spokesman told *DandW* that already several calls had come in response to the ad. Further, "Insurance," the spokesman reported, "would be carried by the party owning the trucks." —*Leffingwell.*

### N. Y. Traffic Aids for Congestion

Included among the proposals recently advanced by the Regional Plan Assn. for the relief of traffic congestion in metropolitan New York are the following which would affect trucking industry operations:

1—To restrict, in certain districts, the sorting and storage of less-than-truckload freight on the sidewalks and promote, in cooperation with the Port of New York Authority, the establishment of offstreet, preferably union, classification terminals to coordinate intercity truck business.

2—To exclude trucks of excessive size from the most seriously congested sections of central business areas where free movement of vehicles is essential.

3—To urge, for loading or unloading of trucks at the curb in central wholesale and retail districts, the use of container units and trucks with elevator endgates to reduce time required in such operations.

It is understood that the first proposal would abolish all sidewalk loading and unloading at places of business, including motor carrier terminals where appreciable volumes of freight are handled. Directly affected would be motor carriers whose terminals do not permit inside loading and unloading and where the trucks must be spotted partly in the street and on the sidewalk.

The 2nd proposal would provide for the exclusion of trucks of lengths exceeding 33 ft. overall from the midtown, downtown Manhattan and downtown Brooklyn districts in addition to the Washington Market district, from which such trucks are already banned. In these districts, less-than-truckload shipments with trucks exceeding 33 ft. would be prohibited at all times, but truckload shipments would be permitted with trucks exceeding 33 ft. in length between the hours of 7 p.m. and 7 a.m.—*Jones.*

### Jap Effects Stored at Portland, Ore.

Japanese property or goods of evacuated Japanese business men and household effects is being warehoused in Portland, Ore., for those of that section "for the duration plus six months"—allowing plenty of time for post-war adjustments and plans for restoration of the Japanese somewhere during the 6 mos. period. Lease was completed for the purpose of aiding the Japanese evacuation of this War Zone 1 area by the U. S. Army. The deal was handled through the Oregon Transfer Co. on the 6-story quarter block warehouse at Northwest Park avenue and Everett street. P. R. Theller is president of the Oregon Transfer Co. in charge of the transaction. The large warehouse structure, now holding so many personal possessions of the Orientals removed from the Coast to hinterland concentration centers, was recently remodeled, and was formerly used by the Rudie Wilhelm Warehouse Co.—*Littelljohn.*

### Wash. Rate Increases

Authorized increases in intrastate railway, railway express and truck freight rates have recently been placed in effect throughout the State of Washington by the department of public service. Director Frederick J. Hamley stated a 6 per cent increase was authorized on general commodities, while the increase in railway rates on agricultural, dairy and packing house products is limited in carload lots to 3 per cent. Increases in the State are to expire 6 mos. after the war, and are according to the director of the public service department necessary to meet increased payrolls, increased costs of supplies and materials and unusual expenditures caused by the war.—*Littelljohn.*

### Fewer Autos, Wis. Lifts Truck Ban

The Wisconsin Public Service Commission has announced that because of the war, it will not put into operation this Summer its ban on trucks on 18 main highways in the State between May 30 and the last Saturday in September.

Reason given for lifting the regulations which have been in effect each Summer since 1934, is because of the likelihood that heavy passenger automobile traffic will be lacking this year and that a constant flow of truck traffic will be necessary for the war effort.—*W. T. N. B.*

### Given Common Carrier Rating for Rail Hauls

The Wisconsin Public Service Commission announced May 4 that it had authorized the Yellow Truck Lines to transport property as a common motor carrier for the railroads until 6 mos. after the close of the war. The Commission said that authority was sought by the truck line to enable it to transport "less-than-carload" freight from the North Western road between stations on that railroad line pursuant to the general order of the Office of Defense Transportation. Yellow Truck Lines will serve North Western road between Reedsburg and Elroy, from Dodgeville to Fennimore, and from Watertown to Fond du Lac.—*W. T. N. B.*

### Milwaukee Van Rate Increase Sought

The Milwaukee Furniture Movers' Assn., which raised its rate from \$5.50 to \$6 an hour for 3 men and a truck several months ago, is contemplating filing a tariff schedule with the Wisconsin Public Service Commission calling for another boost either to \$6.50 or \$7 an hour, according to Irving Kirsh, president of the association.

The Commission also will be asked, according to Kirsh, to increase the minimum rate, which is now fixed at \$4.75 an hour. Milwaukee movers, it was said, are seeking to work out a program to eliminate the sharp rises and dips in the moving business by offering reduced rates for mid-month and non-seasonal moving.—*W. T. N. B.*

### Milwaukee R.R. Uses Tractor-Trailers

The Milwaukee R. R. has added 4 tractor-trailer combinations for use in collecting less-carload freight from its Gibson, North Milwaukee, North Avenue, Wauwatosa and West Allis stations. In the past, freight cars have been spotted at these stations. Now, however, the freight will be gathered up by the road trailers at those stations and delivered to the central freight yards at No. 2nd and West Fowler Streets. Incoming freight, which the past was sent to the outlying stations in freight cars, will also be delivered by the trailers.

It is stated that the highway service will free 10 freight cars for other uses.—*Hubel.*



# FROM THE **LEGAL** VIEWPOINT

By Leo T. Parker, Legal Editor

## Intoxication Increases Negligence

RECENTLY, some discussion has arisen over the legal question: Does drunkenness on the part of a motor vehicle driver add to or subtract from his ordinary injurious and negligent acts?

It is well established that voluntary intoxication cannot be pleaded to avert the consequences of one's own negligence. And the degree of care required of a person who becomes intoxicated does not differ from that required of a sober person.

For example, in *Scott v. Gardner*, 158 S. W. (2d) 513, Texas, an injured person sued the driver of a motor vehicle and contended that intoxication of the driver tended to increase his ordinary and normally negligent acts. The higher court agreed, and said:

"Negligence implies ability to perceive and power of volition. . . . But mere drunkenness does not excuse negligence, and thus it is not regarded as destructive of the element of understanding or perception that enters into the tort. Drunkenness does not disprove negligence. On the contrary, it is a fact admissible in evidence as tending to prove negligence."

## Fire Claim and Ordinary Care

**LEGAL EDITOR, DandW:** Recently we had a fire in our warehouse which started without any negligence on our part. The fire caused much damage but, also, there was considerable damage to the stored goods by water. We immediately put to work men to salvage, launder and recondition the goods. Now, the owners refuse to pay our cost in this matter of protecting their consignments of goods in our warehouse. Can we compel payment?—*Bekins Warehouse.*

**Answer:** Yes, the law requires that a bailee use ordinary care to safeguard goods left in his possession. Moreover, if the bailee can, by expenditure, protect the bailor in losses, then the law requires that the bailor pay to the bailee the amount of this expense. This is ordinary law. See 31 A.L.R. 832; 3 A.L.R. 857; and 17 R.C.L. Page 608.

On the other hand, do not overlook the law that in event any

owner of goods requested delivery and for any reason no employee was there to make the delivery or delivery was, otherwise, illegally refused, you cannot collect from this owner the expenses of subsequently

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**Mr. Parker answers legal questions on all subjects covered by DandW.**

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protecting his goods. See 18 Minn. 133; 228 N.Y. 575; 88 Ky. 496. Also, see 70 Fed. 764.

It may be interesting for you to know that if a person has knowledge that property or chattels of another is in danger, this person is legally obligated to use some degree of care to protect said property, and he certainly may hold the property until the owner pays reasonable expenses incurred. See *Ohio Swan's Treatise*, Page 434.

## Suits Against Those in Military Service

**LEGAL EDITOR, DandW:** Will you kindly favor us with a discussion of the draft law which protects soldiers and sailors against law suits? Is it true that a warehouseman can foreclose a lien since a foreclosure is not a suit?—*Sofia Brothers, Inc.*

**Answer:** A foreclosure is a suit and, therefore, is within the provisions of the law to which you refer. As a matter of fact, this law clearly provides that no suit may be filed against a person who is in military service of the United States, providing his service during the present emergency will interfere with proper and adequate defense. This means that if for any reason the person serving in the military service of the United States cannot, due to this service,

meet his obligations or payments, a suit against him will not be permitted.

On the other hand, the law is well settled that if the income of the person in service is sufficient to enable him to fulfill an obligation, then, under these circumstances, the law will not permit him to evade such obligations, and a suit will stand. Moreover, the law is not applicable to a retired military man, nor is it applicable to his wife with respect to chattels or other property in the wife's name. For example, in one case the court refused to hold the law applicable where a foreclosure suit was filed against the wife of one in service, where the property was solely owned by the wife. But in another case, a person, after being drafted, assigned all of his property to his mother with the understanding that if he returned it would be reassigned to him, but if he were killed it belonged to his mother. The latter failed to make the required payments on certain real property, and a foreclosure suit was filed. The higher court refused to allow settlement of the suit, since this property was in a manner held in trust by the mother for the soldier. And in another case a foreclosure suit was filed against property owned by a sailor. It was shown that the income from the property was sufficient, after deducting "up-keep" expenses, to pay the monthly payments. This court held that the foreclosure suit was proper and decided in favor of the holder of the mortgage. See the following higher court cases: 121 N.E. 15; 271 Fed. 784; 225 U.S. 501; 228 U.S. 115; 170 N.W. 715; 113 Pac. (2d) 477; 18 Atl. (2d) 714; and 25 N.Y.S. (2d) 57.

## Liability When Barrels Leak

**LEGAL EDITOR, DandW:** We operate a bonded warehouse, and at nighttime the Government officials have possession of keys to the storage compartments in which spirits in barrels are stored. Very often we have complaints from the owners of the spirits in view of the fact that the same leak from the barrels, due to a worm hole, cracked head, or cracked stave. What is the law as to our liability?—*Le Warehouse and Transportation Co.*

**Answer:** The fact that you have access to the storage compartments only during the daytime results in your non-liability for leakage at nighttime. This is so because the law requires that the keys to the bonded section of your warehouse shall remain in possession of the Government officials at nighttime. Therefore, since you do not have access to the bonded section during this period you have no opportunity to discover and repair defects in the barrels.

On the other hand, the law requires you to use the same degree of care to safeguard the stored spirits, as would under the identical circumstances be exercised by other prudent warehousemen. For this reason you should have competent inspectors to regularly inspect the barrels in view of discovering and repairing defects in the barrels, such as cracked staves, split heads, and leaking worm holes. As to the regularity of the inspections, this is a matter to be determined by the court in event of suit. However, you must use good and reasonable judgment in this respect and in view of preventing losses due to leakage. This means that you should have in your employment a sufficient number of inspectors who will be successful, under ordinary circumstances, to discover and repair defective conditions of the barrels. There is no set or positive rule regarding this point of law.

The termination of each case depends upon the testimony, and the decision of the court will be based upon whether you exercised "ordinary" care to prevent losses due to leakage. The Liability clause, Section 10 (a) in the warehouse receipt is regular and expresses the actual law, as above explained. Also, the clause (c) in Section 1, of the warehouse receipt, provides that you undertake to keep the goods only in the original packages, but in event of ordinary care you may save the spirits by removing same from a known defective container, it is my opinion that you are legally obligated to do so. For late and leading higher court cases, involving the above discussed law, see *Waldo Warehouse*, 141 S.W. (2d) 28; 111 S.W. (2d) 867; 116 S.W. (2d) 296; 67 Pac. (2d) 796; 270 N.W. 545; 61 Pac. (2d) 510; 59 Pac. (2d) 299; 82 S.W. (2d) 253; 117 So. 834; and 60 S.W. (2d) 1053.

#### Legality of Whse. Liability Clause

**LEGAL EDITOR, DandW:** Please inspect the enclosed warehouse receipt and advise if same is legal.—**Kramer's Storage.**

**Answer:** The clause in your re-

ceipt is not legal in which you require the owner of stored goods to relieve you from all liability for loss or injury to goods from "moths, rust, fire or other accident, decay, leakage, or wastage which may happen to the goods while in our custody." In other words, the law requires that you use "ordinary" care to safeguard the goods, notwithstanding the fact that you have the owner sign a contract to the contrary. This is so because the courts insist, on the ground of public policy, that a paid bailee exercise that same degree of care to protect stored goods as would, under the identical circumstances, have been used by other "prudent and careful" warehousemen. The fact that an owner of goods agrees to waive this usual requirement does not in the least change or vary the warehouseman's liability for failure to exercise ordinary care to safeguard the goods against injury, loss or other damage.

Also, with respect to a non-negotiable warehouse receipt there is no benefit of including a clause therein to the effect that the goods will not be delivered except "upon return of this receipt or written order." This is so because only the owner of the goods or his authorized agent may take possession of the goods, and, therefore, there is no benefit of including in the receipt a clause that the goods will not be delivered unless the receipt or a written order is given to the warehouseman. In fact, the warehouseman is not obligated at any time, or under any circumstances, to deliver goods under a non-negotiable except to the owner or his agent. On the other hand, the courts consistently hold that although the warehouse may deliver goods to the owner without presentation of the receipt, the owner has no recourse in the future since he has in fact received "full and complete" delivery and without any possible losses to third and innocent persons. Of course, if the receipts were negotiable, the law would be entirely different in your respect.

#### Sale of Tires Held in Storage

**LEGAL EDITOR, DandW:** We have a lot of tires on hand, both passenger and truck. Can we sell these, or are same "frozen" by Government orders? The question of ownership also has arisen. A tire manufacturer stored tires with us, in our warehouse. Later the receipts were delivered to us with instructions to issue same to a local bank. We did this, and now we have instructions from the original holder of the receipts with respect to deliveries. Shall we hold up de-

liveries, or to whom shall we make deliveries, and is this stock "frozen" by Government orders?—**Harrisburg Storage Co.**

**Answer:** According to Federal notices, all tires, not previously used, must not be sold except through orders from persons authorized to allot the same. Therefore, the owner of these tires cannot sell same without Government authority. As to your rights, it seems that the holder of the receipts should be notified of the exact conditions, and he should properly instruct you regarding ownership of the tires. If you cannot get this information through the holder of the receipts then you should consult a local attorney-at-law and have him file for you a suit requesting the court to determine your rights and also the true owner of the tires. In this manner you will avoid future liability in event you attempt to make delivery and through error deliver the tires to the person who is not the true owner.

With respect to the tires being "frozen," it is my opinion that you, as a bailee, may deliver these tires to the rightful owner, as the tires are frozen with respect to him and not as to you, since you merely hold the tires in storage for the owner. Obviously, the owner could not legally sell the tires without first obtaining proper and legal authorization.

Legally, and for safety purposes, you should at once consult a Government official who is familiar with the presently effective Federal rulings involving tires. This party can correctly inform you. If, however, through error he fails to impart correct information to you, still you have future legal recourse upon proof that you acted according to his advice with respect to disposal of the tires under the so-called "frozen" order. On the point involving ownership you should either satisfy all concerned parties, or appeal to the court for authorization to deliver the tires to the true owner whose identity may be established through testimony during the trial.

#### This Month's Important Higher Court Cases

##### Rain Damages Stored Goods

IT is well known among legal authorities that a warehouseman is liable for damages to stored goods only when the testimony proves that the damage resulted from his negligence. In other words, all warehousemen are expected by law to use the same degree of care to safeguard stored goods, as would have been used under the identical circumstances

by other reasonably prudent and experienced warehousemen. This is the law. But of course, in all legal controversies involving injury to, or loss of, stored goods the particular evidence in each case varies and, therefore, it is impossible to establish a "set" rule applicable to all suits in this classification.

For example, in the late case of *General Foods*, 32 N.Y.S. (2d) 682, the testimony disclosed that stored goods were damaged as a result of water dripping through a hole in the warehouse roof. The owner of the goods sued the warehouseman for damages. This court held that the warehouseman could be held liable *only*, and upon dependable testimony, that the hole in the roof had existed for a period so long that the warehouseman was negligent in failing to discover the leak and making the necessary repairs before the rain storm which effected the damage.

Obviously, the jury must listen to and consider the testimony and thereafter render its verdict. And in this case the court merely stated the law in view of the ultimate decision to be rendered.

Another important point of law involves the rights and liabilities of warehousemen and landlords, where the warehouseman rents a warehouse building and notifies the owner, or landlord, that repairs are needed and *before* such repairs are made the stored goods are damaged.

In cases of this kind, the various higher courts have held that it is the legal duty of the owner of a rented building to keep same in repair, providing the lease contract does *not* contain a clause to the effect that the tenant assumes full responsibility to keep the building in repair.

Assuming that a regular or normal lease contract is in effect, as between the landlord and the warehouseman, the law is well settled that where the latter discovers a dangerous condition it is his duty to immediately notify the landlord. However, if the latter fails to use ordinary diligence by repairing the building, it *then* is the duty and obligation of the warehouseman to make the necessary repairs, in order to safeguard the stored goods. If the warehouseman fails to do so he cannot hold the landlord liable. But the warehouseman can collect from the landlord all expenses incurred in completing the necessary repairs.

This is important law because, it seems that a majority of warehousemen believe that if the landlord fails to promptly make repairs, after receiving notification of the necessity, that the owners of the damaged stored goods can collect damages from the landlord and

that the warehouseman is relieved from liability. However, the law expects the warehouseman to first notify the landlord, but if the latter fails, or refuses to make the repairs, the warehouseman must proceed to act as agent for the landlord and make the necessary repairs at the expense of the latter.

### Tariffs Control Legal Rate

**I**RRESPECTIVE of private agreements between common carriers and shippers, the tariff controls the legal freight rate.

For example, in *Chicago*, 40 N.E. (2d) 624, Illinois, the legal question involved the right of a common carrier to collect the rate specified by the tariffs. The court held that if 2 descriptions in tariffs, appropriate to an interstate shipment, are not the same, the shipper may demand that the *lowest* rate be made applicable. On the other hand, this court stated that if the shipper fails to pay the freight rate specified in a valid tariff, the carrier may sue and collect the difference between the amount paid by the shipper and the amount specified in the tariff. Furthermore, although the carrier contracts to transport goods at a clearly specified rate, or flat sum, it may after delivering the goods sue and recover from the shipper the amount sufficient to constitute the rate specified in the valid tariff.

### Certificate Canceled

**G**ENERALLY speaking, a certificate issued by a public service commission to operate motor trucks for transportation of freight over a specified route will be canceled by the court, if the testimony indicates that the convenience and necessity of the general public are not materially and importantly promoted by operations of the new carrier.

For example, in *Public Service Commission v. Texas*, 5 So. (2d) 375, Louisiana, suit was filed to cancel a certificate of public convenience and necessity issued by the Public Service Commission to the Merchants Fast Freight Service, Inc., and transferred to the T. S. C. Motor Freight Lines, Inc., with the approval of the Commission. The certificate permits the holder to operate a motor freight line as a common carrier over a specified route. When the application was approved by the Commission it was opposed by 2 railroad companies and 3 motor freight lines, all operating as common carriers over practically the same route.

The court promptly ordered cancellation of the certificate, and said:

"There is no evidence on which to base a conclusion that public convenience and necessity would be materially

promoted by the issuing of a certificate allowing another common carrier of freight to operate . . . when there are already 3 competing common carriers operating over that route."

### Contracts Against Competition

**C**ONSIDERABLE controversy has existed from time to time as to whether a warehouseman who sells his business may be compelled to fulfill a contract made with the purchaser to not engage in the same kind of business. Many warehousemen believe that a contract of this nature is in restraint of trade and, therefore, void. However, modern courts hold that where the purchaser of the property and business of another furnishes a good and sufficient consideration, for a valid agreement that the latter will not again engage in that business in the same vicinity, such a contract to be against public policy must have a tendency to militate against the public interest. *Farmers' State Bank v. Petersburg State Bank*, 108 Neb. 54, 187 N. W. 117. Partial restraints upon the exercise of any business are not considered unreasonable when they are ancillary to any valid contract made in good faith and are apparently necessary to reasonably protect the parties, or either of them. Obviously, if it appears that the main purpose of the transaction is to create a monopoly and the making of the contract is only incidental to the accomplishment of that purpose, the contract will not be enforced.

On the other hand, the law is usually upheld that a contract of this nature is valid if the seller of the business is not obligated to refrain from establishing a new business for more than 5 yrs., and the restricted territory is no larger than that from which the warehouse may draw patronage.

For instance, in *C. W. Swingle & Co. v. Reynolds, Nebraska*, 1 N. W. (2d) 307, the court records show that a corporation purchased the business of a competitor who agreed to not enter into a competing business in the nearby locality for a period of 5 yrs. In holding the contract valid, the court said:

"The elimination of one competitor from a restricted area for a limited time in the business field . . . does not appear to us to constitute such a restraint of trade or tendency toward monopoly incompatible with the public interest as to warrant one of the parties to avoid his solemn agreement which he made in consideration of a sum of money. . . ."

### Not Doing Business

**A** SELLER does *not* "do business" in a State from which contracts of sale are sent for final approval to the seller's home office located in another State. This is so because the transactions are purely interstate.



For instance, in *Steiger v. Stender*, 23 Atl. (2d) 274, New Jersey, the court records prove that a manufacturer and seller made no sales direct to consumers in New Jersey, that all sales were made to jobbers, and that the contracts of sale in every case were closed at the home office in Peru, Ind. The fact that the manufacturer did not make retail sales is not important, when determining whether the manufacturer was "doing business" in New Jersey. The important question is: Were the contracts for sale of its merchandise completed in Indiana or New Jersey? Since the manufacturer's representatives took orders subject to approval and final acceptance by the manufacturer in its Indiana home office, the higher court held that the manufacturer was not "doing business" in New Jersey. This court said:

"We think it is clearly shown . . . that Thrush and Company, the Indiana corporation, was not doing business in the State of New Jersey in any sense intended by the statute."

The importance of this decision is apparent when it is realized that when a seller is not "doing business" in a State, such State cannot legally (1) compel the seller, or his agent, to pay a license fee; (2) the seller is not in any sense controlled by the laws of the State in which the contracts of sale are taken; (3) the seller, although a foreign corporation, need not register nor file other documents with the secretary, or other officials, of the State; (4) the seller cannot be compelled to pay "sales" tax to the State, although he may be compelled to collect from his customers "use" taxes and pay same to the State; (5) the seller need not pay "occupational" taxes to the State in which the customers reside; (6) the State cannot legally require payment of taxes, based upon valuation of the merchandise, until it is received by the purchaser who, then, must assume full responsibility; (7) and the seller may enter the State for filing suit against the purchaser to collect the contract price of the goods, or for any other reason. Suits of this kind are decided by the federal courts.

#### Validity of "Use" Tax

VARIOUS higher courts have held that before a storage, use or other consumption comes within the terms of a "use" taxation law, 5 conditions must be met: (1) The tangible personal property stored or used must be purchased by the storer or user. (2) The purchase must have been made from a retailer. (3) The property must have been purchased for use or storage in this State. (4) The property must have been used or stored in this State. This law was decided in the late case of *Chicago Bridge and*

*Iron Co. v. Johnson*, 119 Pac. (2d) 945, California.

The facts of this case are that a manufacturing corporation was organized and is existing under the laws of Illinois with its principal offices in Chicago. It has qualified to do business in California and maintains sales offices and places of business at San Francisco and Los Angeles, Cal. It purchases the raw materials outside of California, and manufactures the same into tanks at one of its plants also outside of California. It sells its merchandise to its customers in many parts of the United States. The tanks are of such size that they cannot be transported in a single unit, and for that reason they are shipped "knocked down" and assembled and installed at their destination. The question presented the court was: Is the corporation liable for payment of a "use" tax to the State of California on the materials and merchandise shipped into the State and stored while awaiting delivery to customers who previously had by contracts purchased the merchandise?

The higher court held in the affirmative, and said:

"In the instant case the tax was levied on the storage and use of the materials which were purchased and fabricated into the tank parts, that storage and use consisting of the time after the materials had arrived and while they were awaiting assembly and erection by plaintiff (corporation) and the subsequent installation and erection thereof. The interstate transit had ended when the parts arrived at their destination near the customer's premises and awaited assembly insofar as their being subject to the tax was concerned. That was the commencement of the taxable moment, that was the taxable intrastate event which occurred after the interstate transit had ceased. . . . It cannot be doubted that those materials which were purchased by plaintiff (corporation) to fabricate tanks specifically to fulfill contracts or orders for tanks in California, were purchased for use, storage or other consumption in this State."

#### Wage Law Broadly Construed

RECENTLY, considerable controversy has arisen over the legal question: What employees are affected by the wages specified in the National Wage Act?

It is important to know that the higher courts broadly construe this law and it seems that any employee who performs necessary services in respect to goods manufactured and sold interstate is entitled to payment of the wages required under this law. This point was decided by the higher court in the case of *Milam v. Texas Spring and Wheel Co., Inc.*, 157 S. W. (2d) 653, Texas.

The facts are that a manufacturer sold merchandise interstate. He employed a man, name Milam, in the capacity of a night watchman, to watch the premises where the products were manufactured. His wages were less than those pre-

scribed by the National Wage Act. Generally, he was on the job about 12 hrs. per day. Milam also occasionally answered telephone calls which came in at nighttime.

Milam sued his employer to recover the difference between the wages specified by the National Wage Act and the wages paid him by his employer. In holding the employer liable for payment of back wages, the court said:

"I am of the opinion that a night watchman, performing the usual services as such, guarding and protecting goods processed or produced for shipment in commerce, while they are being processed or produced, or thereafter while awaiting shipment in transportation, thereby facilitates such commerce and is entitled to the benefits of the Act. I do not think that he needs necessarily actually and personally to assist in the processing and preparation of such goods. His services in guarding, caring for and protecting such commodities are as essential to the commerce as perhaps any other, part played by individual workmen."

For other higher court decisions involving this law, see *Wood v. Central Sand and Gravel Co.*, D. C., 33 F. Supp. 40; *Hart v. Gregory*, 218 N. C. 184; and *Doyle v. Johnson Bros.*, 28 N. Y. S. (2d) 452.

#### Higher Court Upholds Jury's Decision

GENERALLY speaking, unless a jury's decision is prejudiced, or unreasonable, the higher court will not reverse it although the jury based its decision on circumstantial evidence.

For example, in *Brooks v. State*, 4 So. (2d) 886, Mississippi, it was disclosed that a motor vehicle driver ran off the highway and killed a pedestrian. The driver was convicted of manslaughter. He appealed to the higher court and produced testimony to the effect that the only reason he had veered off the highway was because another automobile had been driven in his path. However, since the jury had not believed this testimony, the higher court refused to reverse the verdict, and said:

"There being much doubt whether plaintiff had proved the essential facts of his case, it can be readily seen that this testimony might have had, and very likely did have, much weight with the jury in finding that the defendant (driver) was guilty of the acts alleged."

However, this case is not so very important when it is considered that in a recent higher court decision in Georgia a motor vehicle driver was held liable for "murder" and sentenced to serve 15 yrs. because he failed to turn on his lights at sunset in accordance with a State law. This driver killed another and the blame was "laid" directly to failure to turn on his lights. The facts of law is that when any motor vehicle driver kills a person as a direct result of violating a State statute, this driver is on the "spot" so to speak.

### Manufacturer Exempt

UNDER the Federal law Section 13 of the warehouse law, the Act 29, U. S. C. A. P. 213, certain retailers who sell and deliver merchandise interstate and, also intrastate, are not required to pay the wages specified by the United States laws. Recently, a higher court held that the same laws are applicable to manufacturers who retail their goods.

For illustration, in *Collins*, 38 Fed. S. 634, the court records show that the City of Texarkana is situated on both sides of the Texas-Arkansas line. A certain manufacturing company maintained its place of business in Texas. About 75 to 90 per cent of its sales were made in Texas, the remainder in Arkansas, and very little trade was wholesale.

Under this set of facts, the question, whether the seller and manufacturing company was engaged in interstate commerce within the meaning of the Fair Labor Standards Act, 29 U. S. C. A. Section 201, et seq., came before the court.

It is important to know that this court held that the sale of some products across the line was not interstate commerce. A question which caused much consideration was whether the manufacturer is engaged in interstate commerce or that the employees are so engaged and do they come within the exemption under Section 13 of the Act, 29 U. S. C. A. 213? As to this the court stated:

"It is not questioned that the defendants (manufacturer) were operating a retail business. It is further conceded that if they were buying their product and reselling it, they would be within the exemption. Thus if Kidd 'A', the factory, deals with Kidd 'B', the retailer, then the retailer would be exempt. But since Kidd the manufacturer and Kidd the retailer is one and the same person, then is he not still exempt? We think to hold otherwise would be a strained construction."

### Interstate Commerce Accident

WHETHER a truck driver is engaged in interstate or intrastate commerce depends upon the facts of the particular case. If his act is part of a continuous interstate movement, the employee is under interstate laws and regulations. However, if his particular work commences intrastate and ends likewise, he is an intrastate worker, although he operates a vehicle ordinarily used in interstate commerce.

For instance, in *Reinke v. Thomson*, South Dakota, 1 N. W. 69, it was shown that an employee was instructed by his employer to take a motor vehicle to a garage for repairs. This truck normally was used to transport merchandise in interstate commerce. The employee was killed and the legal question presented the higher court was whether the employee, when killed,

was engaged in interstate or intrastate commerce. This court said:

"The evidence supports the inference that the car had been withdrawn from service at the time of the accident, and that the deceased was in the act of turning it over to his superiors so that it could be transported for repair. We are, therefore, of the view that the finding that an interstate shipment was not established finds substantial support in the evidence."

### When Rider Is Trespasser

THE source of a considerable number of law suits involves injuries sustained by persons who are permitted by drivers to ride on motor trucks.

Modern courts hold that a motor truck driver is duty-bound to perform definite duties for the employer. In other words, when he chooses to perform acts or deeds not necessary nor incidental to the discharge of such duties, he exceeds the scope of his employment. And an employer is not liable for acts performed by an employee outside the scope of the employment.

For these reasons of law, all owners of motor trucks, as warehousemen, motor transportation companies, and the like, may avoid liability for injuries sustained by strangers who ride on the trucks, if the evidence shows that the employer had positively instructed drivers to not permit strangers to ride.

For example, in *Lipscomb v. Star Corp.*, Louisiana, 5 So. (2nd) 41, the testimony proved that an employer had positively instructed his drivers to not permit persons, as strangers, to ride on the motor trucks. Without knowledge of the employer, one of the drivers was in the habit of allowing persons to ride with him. One day one of these riders was killed through negligence of the driver. Suit was brought to recover damages.

During the trial, the employer proved that he had established a rule that drivers should not permit persons to ride on the trucks. In view of this testimony the higher court held the employer not liable, saying:

"The record unquestionably establishes a consistent and conscientious effort on the part of defendant's (corporation's) officers to enforce its rule. It was impossible for them to know, especially at night or early hours, of mornings, when the rule was violated. It is well established in this state that when a person rides in a motor vehicle on the unauthorized invitation of the owner's employee, the status of the rider is not that of invitee but as trespasser."

### Repossession Without Violence

RECENTLY, considerable discussion has arisen over the legal question: When and under what circumstances may a mortgagee be restrained from repossessing goods under chattel mortgage laws violated by a mortgagor?

In the leading case of *Willis v. Whittle*, 82 S. C. 500, the court said:

"There is one restriction which the law imposes upon this right. It must be exercised without provoking a breach of the peace; and if the mortgagee finds that he cannot get possession without committing a breach of the peace, he must stay his hand, and resort to the law, for the preservation of the public peace is of more importance to society than the right of the owner of a chattel to get possession of it. In general terms, a breach of the peace is a violation of public order, or a disturbance of public tranquility, by any act or conduct inciting to violence."

In *Soulis v. Mills Co.*, South Carolina, 17 S.E. (2nd) 869, the court held:

"It is not necessary that the peace be actually broken to lay the foundation of a prosecution for this offense. If what is done is unjustifiable, tending with sufficient directness to break the peace, no more is required."

The above law, also, is applicable to the owner of stored goods, who endeavors to illegally, or otherwise, remove his goods from a warehouse against the will of the warehouseman.

### Employee's Right to Federal Compensation

RECENT higher courts have laid down the law with respect to how to determine when an employee actually performs interstate work and is entitled to recover Federal Compensation for injuries.

For illustration, in *Fury v. New York & L. B. R. Co.*, New Jersey, 22 Atl. (2nd) 286, an employee employed to perform interstate work was injured while walking on the premises. In holding the employee not entitled to recover Federal compensation, the court said:

"That test is whether the instrument of service at the moment of the injury and the work that the employee was doing at the moment of the injury, were actually a part of the interstate transportation in which the carrier was engaged. . . . Here the proofs are undisputed that, at the moment of injury, respondent (employee) was merely walking home from his work."

### "Phantom Freight" Charges Denounced

Violations of the lead scrap price schedule and other non-ferrous scrap orders through the subterfuge of "phantom freight" have been denounced by Administrator Leon Henderson.

"Reports have come to us," Mr. Henderson said, "that a number of scrap metal dealers are exacting excessive delivery charges when they deliver lead scrap in their own trucks."

"Price Schedule No. 70 provides that the delivery charge, when delivery is made in the seller's conveyance, may not exceed the lowest available commercial transportation rate on an identical shipment. This provision is perfectly clear. It leaves no scope for conflicting interpretations or bargaining."—Manning.

## ELECTRIC PROTECTION

against

**FIRE • BURGLARY • HOLDUP**

Aero Automatic Fire Alarm

•  
Sprinkler Supervisory and  
Waterflow Alarm Service

•  
Watchman Supervisory and  
Manual Fire Alarm Service

•  
Burglar Alarm—Holdup Alarm

**ADT**

*Controlled Companies of*

**AMERICAN DISTRICT TELEGRAPH CO.**

155 Sixth Avenue

New York, N. Y.

Central Station Offices in all principal cities

## WHERE TO BUY

### ALARMS (Fire)

American District Telegraph Co., 155 Sixth Ave., New York, N.Y.

### BODIES (Van)

Herstenslager Co., Wooster, Ohio.

(See advertisement elsewhere in this issue.)

German Body Co., 4406 Clayton Ave., St. Louis, Mo.

(See advertisement elsewhere in this issue.)

### BOX STRAPPING

Escent Insulated Wire & Cable Co., Dickinson St., Trenton, N.J.

(See advertisement elsewhere in this issue.)

### BRINE

May Sales Corp., 40 Rector St., New York, N. Y.

### CASTERS (Truck)

Darnell Corp., Ltd., P. O. Box 4027, Sta. B, Long Beach, Calif.

Puttling Truck & Caster Co., 1162 Division St., W., Faribault, Minn.

(See advertisement elsewhere in this issue.)

Standard Pressed Steel Co., Box 560, Jenkintown, Pa.

(See advertisement elsewhere in this issue.)

## DARNELL CASTERS & E-Z ROLL WHEELS



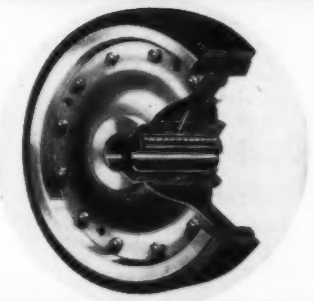
**SAVE  
FLOORS....**

**A SAVING  
AT EVERY TURN**



**SAVE  
EQUIPMENT....**

Darnell Double Ball-Bearing Casters and E-Z-Roll wheels reduce floor wear to a minimum, lengthen the life of equipment and increase the efficiency of employees—Write for 192 page Darnell Caster and Wheel Manual.



**SAVE  
TIME....**

**DARNELL** LONG BEACH, CALIF.  
CORPORATION, LTD. 36 W. CLINTON, CHICAGO  
60 WALKER ST., NEW YORK





## CONVEYORS BY PORTABLE

Speed up piling and loading cars and trucks with Portable's Featherweight. Model 391, furnished in four sizes and six standard mountings, meets the demand for modern, flexible, lightweight conveyor-elevator units that can be moved easily by one man. Special conveyors for individual requirements. Call Portable for complete information.

### PORTABLE MACHINERY DIVISION

A. B. FARQUHAR CO., Limited

Canton, N. Y.

York, Pa.

Philadelphia, Pa.

## CLOCKS (Time and Watchmen's)

American District Telegraph Co., 155 Sixth Ave., New York, N.Y.  
(See advertisement elsewhere in this issue.)

## CONVEYORS (Belt)

A. B. Farquhar Co., Limited, 502 Duke St., York, Pa.

## CONVEYORS (Portable)

A. B. Farquhar Co., Limited, 502 Duke St., York, Pa.

## COVERS (Piano)

New Haven Quilt & Pad Co., 80-86 Franklin St., New Haven, Conn.

(See advertisement elsewhere in this issue.)

Self-Lifting Piano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

## CRANES (Mobile)

Silent Hoist Winch & Crane Co., 857 63rd St., Brooklyn, N.Y.

Elwell-Parker Electric Co., 4110 St. Clair Ave., Cleveland, Ohio.

## DOLLIES

Nutting Truck & Caster Co., 1162 Division St., W., Faribault, Minn.

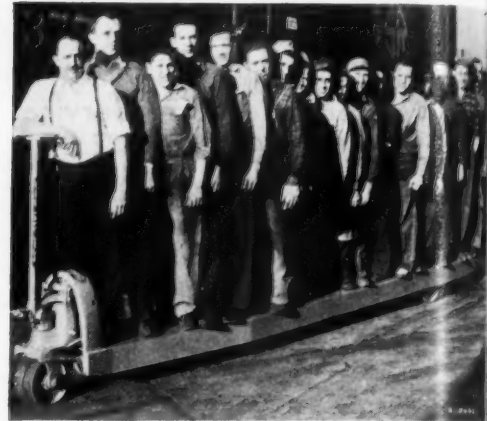
(See advertisement elsewhere in this issue.)

Self-Lifting Piano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

## World's Longest Hand Lift Truck

Specially designed to cope with problems arising in the handling of wall board and roofing by John Manville & Sons, this hand lift-truck is the longest that has ever been built. It is 168 in. long and is a special adaptation of the standard Yale Load King Hydraulic Lift Truck, made by the Yale & Towne Mfg. Co., Philadelphia—DandW.



## Storage Increases in New Jersey

Despite a reduction in the number of vessels calling at the Camden Marine Terminals, and a falling off in cargo movements, the Terminals experienced a big year due to a substantial increase in the activities of the storage warehouses and open storage yards. There has been a steady demand for both open and covered storage space and the storage space at the Terminals at the present time, is occupied almost to capacity.

The Camden Marine Terminals have been seriously affected by the disruption of shipping services. The total number of ocean-going vessels berthing during the year was 162, as compared to 295 vessels in 1940. Cargo handled over the wharves during the year amounted to 171,543 tons, a decrease of approximately 37 per cent as compared with 1940.

The Trenton Marine Terminals reported a decrease in volume handled, principally because of the elimination of the Port of Trenton as a port of call for international and foreign shipping. In order to partially offset the losses caused by lack of shipping, the Trenton Marine Terminal has resorted to industrial warehousing and accepted for storage a considerable volume of various raw materials required for defense and war production.

## O.D.T. Port Officials

To expedite rail and water traffic, the O.D.T. has named 4 additional field men to work with railroad steamship lines and government agencies in Baltimore and Philadelphia terminals.

James B. Sweeney, former vice-president and traffic manager of the Merchants and Miners Transportation Co., was named Baltimore supervisor of rail terminals. George Shamberger, Jr., former Baltimore manager of the Colmar Steamship Co., was appointed supervisor of Baltimore port conditions. In Philadelphia, A. R. Pelmar, recently general superintendent of freight terminals for the Chicago and North Western R.R., was named rail terminal supervisor, and Donald Jenks was appointed supervisor of port conditions.

## DOORS (Rolling)

Manufacturing Co., 1240-50 Fields Ave., Columbus, Ohio.

## EXTINGUISHERS (Fire)

Sales Corp., 40 Rector St., New York, N. Y.

## INSECTICIDES

Sales Corp., 40 Rector St., New York, N. Y.

## MOTOR TRUCKS

International Harvester Co., Inc., 180 No. Michigan Ave., Chicago, Ill.

Trucks, Inc., 34th St. & 48th Ave., Long Island City, N. Y.

## PADS (Canvas Loading)

Hedding Co., 420 East Main St., Louisville, Ky.

New Haven Quilt & Pad Co., 80-86 Franklin St., New Haven, Conn.

Self-Lifting Piano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

## PADS (Kersey)

Hedding Co., 420 East Main St., Louisville, Ky.

New Haven Quilt & Pad Co., 80-86 Franklin St., New Haven, Conn.

## PIANO DERRICKS AND TRUCKS

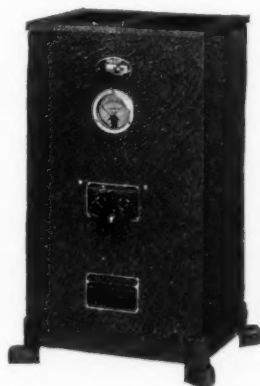
Self-Lifting Piano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

## Chargers for Industrial Electric Trucks

DESIGNED particularly for charging large batteries as used in industrial electric trucks. The Baldor chargers are made in 2 sizes—40 amperes and 80 amperes. Models for charging either lead cells or Edison cells are available. They can be purchased for manual operation or complete with controls for automatic operation.

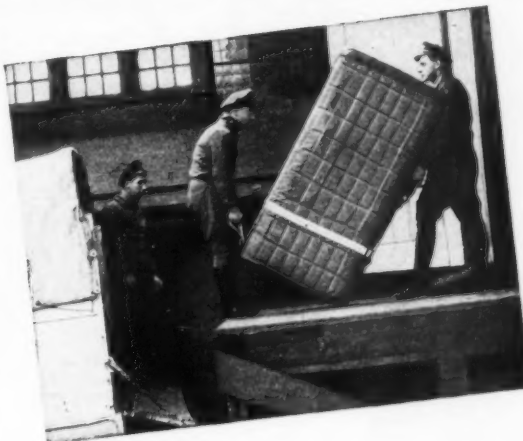
Other features are as follows: accurate D'Arsonval ammeter standard equipment on all units; 2-coil insulated transformers which completely insulate low-voltage charging circuit from



A.C. supply line; suitable A.C. and D.C. leads; battery will not discharge if power fails. Charge is automatically resumed when power is restored.

The Baldor charger is built into a substantial metal case equipped with cast iron feet to make it more sturdy. Oversize transformers of the 2-coil insulated type transform the voltage of the A.C. supply line to the required voltage for the size battery to be charged. Rectifying bulbs are used to change the alternating current supply to the required direct current. Taps are provided inside charger to provide for variations in the line voltage. Made by Baldor Electric Co., St. Louis, Mo.—DandIV.

# EASY WAY TO REDUCE DAMAGE CLAIMS



No matter how they are adjusted, damage claims are a nuisance to everybody concerned.

A long step toward eliminating them entirely or reducing them substantially in number and seriousness, is to equip every van with an adequate supply of Defender Pads and Form-Fit Covers. Makes men careful in spite of themselves.

For more than a quarter of a century, Defender Pads have been the industry's first line of defense in furniture protection. Their great popularity is due to the "three inch square construction" which prevents the one-piece felt filling from shifting or bunching inside the tough, fast-color khaki cover. And for overall protection, there is binding all around.

## VAN ASSOCIATION MEMBERS

The standard colors and design of your association can be had in our pads and covers.

## CATALOG FREE ON REQUEST

Shows our complete line of products featuring Form-Fit Padded Covers for Living Room, Dining Room, Bedroom Furniture, Refrigerators, Radios and Accessories.

NEW HAVEN QUILT & PAD CO.  
82 FRANKLIN ST., NEW HAVEN, CONN.

# DEFENDER PADS and Form-Fit Covers



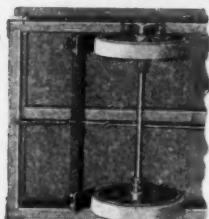
## BAR HANDLE TRUCKS

This popular type (non-tilting) handles heavy loads easily on inclines as well as level floors, as all 4 wheels carry the load. Fig. 136 shown is made in 6 platform sizes, 30" x 48" to 36" x 72". Ball bearing swivel casters—all 4 wheels roller bearing. Demountable rubber tires optional. (Must be authorized by War Production Board.) Capacity: 2500-3000 lbs. The truck brake controlled by hand lever is extra equipment.



Fig. 136  
with Truck Brake

Bottom view showing sturdy construction of truck and brake.



Nutting makes everything in trucks, wheels, casters. Representatives in principal cities. Consult your classified phone directory, or get Bulletin 41-G direct from

**NUTTING TRUCK & CASTER CO.**

1162 DIVISION ST.  
FARIBAULT, MINN.

OUR  
51st  
YEAR

FLOOR TRUCK LEADERSHIP SINCE 1891

## Keep 'em rolling... use FRANCIS TRUCKS

FRANCIS Platform Trucks give large carrying capacity—years of rough service—at small cost. Built with strong casters, heavy center wheels, malleable iron corner sockets, sturdy hardwood frames. Several styles and sizes. Write for prices and information.

Illustrated: No. 1. Truck Platform, 27x48 in. Also larger sizes.



CHAS. E. FRANCIS CO., Rushville, Ind.

## PLATFORMS (Lift Truck)

Self-Lifting Plano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

Standard Pressed Steel Co., Box 560, Jenkintown, Pa.  
(See advertisement elsewhere in this issue.)

## RECORDERS (Motor Truck)

Service Recorder Co., 1375 Euclid Ave., Cleveland, Ohio.

## STEEL STRIPS

Crescent Insulated Wire & Cable Co., Dickinson St., Trenton, N.J.

(See advertisement elsewhere in this issue.)

## TRACTORS (Industrial)

Automatic Transportation Co., 115 West 87th St., Chicago, Ill.

Mercury Manufacturing Co., 4104 S. Halstead St., Chicago, Ill.

## TRAILERS (Industrial)

Mercury Manufacturing Co., 4104 S. Halstead St., Chicago, Ill.

## TRAILERS (Motor Truck)

Fruehauf Trailer Co., 10936 Harper Ave., Detroit, Mich.

Herman Body Co., 4406 Clayton Ave., St. Louis, Mo.  
(See advertisement elsewhere in this issue.)

## TRUCK BODIES (Refrigerated)

Fruehauf Trailer Co., 10936 Harper Ave., Detroit, Mich.

International Harvester Co., Inc., 180 No. Michigan Ave., Chicago, Ill.

## TRUCKS (Cabinets & Ranges)

Self-Lifting Plano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

## TRUCKS (Fork)

Automatic Transportation Co., 115 West 87th St., Chicago, Ill.

Baker-Hauling Co., 2176 W. 25th St., Cleveland, Ohio.

(See advertisement elsewhere in this issue.)

Elwell-Parker Electric Co., 4110 St. Clair Ave., Cleveland, Ohio.

Mercury Manufacturing Co., 4104 S. Halstead St., Chicago, Ill.

Towmotor Co., 1289 E. 152nd St., Cleveland, Ohio.

(See advertisement elsewhere in this issue.)

Vaughan Motor Co., 800 S.E. Main St., Portland, Ore.

## TRUCKS, HAND (Cartons & Cases)

Chas. E. Francis Co., Rushville, Ind.

(See advertisement elsewhere in this issue.)

Nutting Truck & Caster Co., 1162 Division St., W., Faribault, Minn.

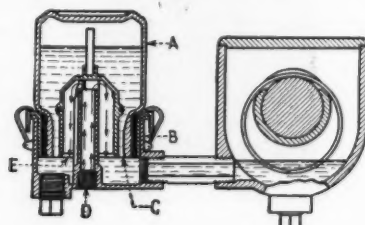
Self-Lifting Plano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

Standard Pressed Steel Co., Box 560, Jenkintown, Pa. (Platform)  
(See advertisement elsewhere in this issue.)

## Constant Level Lubricator

THE new Oil-Rite constant level lubricator holds a visible reserve supply of oil—releases automatically just as much as is needed to maintain a constant predetermined level of lubricant. Its use is said to (1) insure adequate lubrication at all times and (2) prevent oil waste, and the deterioration or spoilage of material caused by oil throw.



This new lubricator is used on electric motors, pumps, air-conditioning equipment, ventilating fans, or wherever bearings and other machinery parts must be provided with an ample supply of lubrication.

When the reservoir—(A) in the accompanying diagram—is filled and inverted into position on the base (B), the lower edge (E) of the inverted bucket or bell determines the oil level which the lubricator will maintain. When the level falls below this point, air from the vent (D) escapes under the side of the bell—as at (C)—up to the top of the lubricator, permitting oil to flow down until the level to be maintained again seals across



# HALLOWELL

## STEEL TRUCKS



Pat'd. and Pat's.  
Pending

Send for bulletin showing the wide range of models and types for varied uses. Prices are interesting, and so are deliveries.

**STANDARD PRESSED STEEL CO.**

JENKINTOWN, PENNA. BOX 560

BRANCHES

BOSTON • DETROIT • INDIANAPOLIS • CHICAGO • ST. LOUIS • SAN FRANCISCO

### TRUCKS (Lift)

Automatic Transportation Co., 115 West 87th St., Chicago, Ill.

Baker-Raulang Co., 2176 W. 25th St., Cleveland, Ohio.  
(See advertisement elsewhere in this issue.)

Eisel-Parker Electric Co., 4110 St. Clair Ave., Cleveland, Ohio.

Mercury Manufacturing Co., 4104 S. Halstead St., Chicago, Ill.

Towmotor Co., 1209 E. 152nd St., Cleveland, Ohio.

(See advertisement elsewhere in this issue)

Vaughan Motor Co., 800 S.E. Main St., Portland, Ore.

### TRUCKS (Refrigerator)

Nutting Truck & Caster Co., 1162 Division St., W., Faribault, Minn.

(See advertisement elsewhere in this issue.)

Self-Lifting Piano Truck Co., Findlay, Ohio.

### WHEELS (Industrial Truck)

Darnell Corp., Ltd., Box 4027, Sta. B, Long Beach, Cal.

(See advertisement elsewhere in this issue.)

Nutting Truck & Caster Co., 1162 Division St., W., Faribault, Minn.

(See advertisement elsewhere in this issue.)

**Low Cost  
HAND  
TRUCKING**

**SAF-T-LIFT  
HAND TRUCKS FOR**

Refrigerators, Ranges, Pianos, Air Conditioners, Bottle Coolers and Dispensers, "Juke Boxes," Crates, Cartons, Cases, Etc.

Scientifically designed for easy handling and maneuvering—built to stand the gaff of constant, hard service. Special purpose and standard types. Write for bulletin and prices.

**SELF-LIFTING PIANO TRUCK CO.**  
Findlay, Ohio

### Powder Reduces Slow Tire Leaks

**S**LOW leaks in inner tubes can be caused by sparks of static electricity. These static charges can be neutralized and the leaks prevented by a powder which is blown into the inner tubes. Having discovered the cause, the engineers of the **United States Rubber Co.**, New York, set about discovering the cure. It was found impossible to eliminate the generation of static electricity. Even though tires were made conductors of electricity, static would still be generated because road surfaces are generally non-conductors. So the solution lay not in eliminating static generation but in neutralizing it.

Many thousand tests on various materials were made before the specially electrically conductive powder was developed. About 2 grams of this powder is injected through the valve stem of the inner tube. The powder readily distributes itself and adheres to the walls of the inner tube forming a conductive layer. Once properly applied the treatment is permanently effective, it is claimed. The powder is U. S. Automotive Static Neutralizer.—*DandW.*

the base of the bell. Operation is entirely automatic; there are no moving parts.

When used on machines that operate only intermittently, the chamber formed inside the bell provides adequate surging capacity for oil flowing back to the lubricator.

Four sizes, 2, 4, 8 and 16 oz., are provided. Outlet tapings are provided at both side and bottom of base, and oil level to be maintained is clearly indicated. Air vent can be provided with filter if desired, or can be installed with breather tube connecting the bearing. Made by **Oil Rite Corp.**, Milwaukee.—*DandW.*

## CREED Perfect Harmony Circle

- 1 GENUINENESS OF CHARACTER
- 2 OBEDIENCE TO PRINCIPLE
- 3 OBSERVANCE OF DUTY
- 4 DILIGENCE IN SERVICE
- 5 FAITHFUL TO FRIENDS
- 6 ENTHUSIASTIC AT WORK
- 7 LOYAL TO ASSOCIATES
- 8 EMINENT IN JUDGMENT
- 9 OPTIMISTIC AT HEART
- 10 WORTHY OF CONFIDENCE
- 11 SYMPATHETIC BY NATURE
- 12 ONESTY OF PURPOSE
- 13 INTENT ON PROGRESS
- 14 PERFECT HARMONY

### GOODFELLOWSHIP

I do hereby counsel of the principles of Goodfellowship which lead to Perfect Harmony and am a passport to greater Happiness and Ultimate Success, and will my hand and seal receive

*H.S. WEBSTER*  
NEW YORK, N.Y.  
Signed this *1st* day of *May*, 1942  
into GOODFELLOWSHIP as one of the PERFECT HARMONY CIRCLE

### GOODFELLOWSHIP

I do hereby counsel of the principles of Goodfellowship which lead to Perfect Harmony and am a passport to greater Happiness and Ultimate Success, and will my hand and seal receive

*F.E. SPOONER*  
NEW YORK, N.Y.  
Signed this *1st* day of *May*, 1942  
into GOODFELLOWSHIP as one of the PERFECT HARMONY CIRCLE

"Goodfellowship Leads to Perfect Harmony"

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*H.S. WEBSTER*  
Signed this *1st* day of *May*, 1942  
into GOODFELLOWSHIP as one of the PERFECT HARMONY CIRCLE

## Goodfellowship Prevails in the Southwest

Big things come out of the Southwest. The latest is the "The Perfect Harmony Circle," the brain child of the "Fellowship Committee," a recent addition in the Southwest Warehouse & Transfermen's Assn. Ralph Logan, of Houston, is the chairman of the committee which was called upon to create the tangible form of "fellowship" that was desired. Mr. Logan, after much thought, emerged with the idea of presenting to new members, friends of the group, and others to whom special courtesies might well be extended, a Certificate of Membership in the "Perfect Harmony Circle."

Beautifully designed and printed in gold and black, the certificate symbolizes the perfect harmony that exists in the group.

The accompanying illustration shows the certificate and admission cards recently received by Messrs. Webster and Spooner, recording their admission into this harmonious group.

## Los Angeles First to Register Tires

The first Tire Registration Week sponsored by an American city was held at Los Angeles the week of April 27 to May 4.

By proclamations issued by Mayor Bowron and the Board of

Supervisors of Los Angeles County, the approximately 1,500,000 truck and passenger-car owners in city and county were invited to register information concerning their tires with police and sheriff's offices as an aid in recovering stolen tires.

Motor vehicle owners were asked voluntarily to send or bring in the following information concerning their tires: Owners' name and address, vehicle license number, operator's license number, tire serial numbers, make of truck or car, and whether or not the tires were in use. To facilitate registration, societies, clubs and labor unions were invited to participate in making the plan as complete as possible.

The city police department and the county sheriff's office announced that hereafter it will be standard procedure for arresting officers to check tire serial numbers along with driver's license when any person with a motor vehicle is placed under arrest.—Herr.

A special car designed like an Army jeep has been placed in service in Los Angeles to remove broken glass, nails, tacks and other hazards to tires from the streets as a means of prolonging the life of truck and car tires.

Operated by personnel of the Southern California Automobile Club, the car functions in cooperation with county and State main-

tenance crews. Equipped with pan and broom the car cruises the streets and highways of the city to remove tire hazards reported to the police and sheriff's offices by private citizens.—Herr.

## Permits in Ala. for More Than 30,000 Lbs.

A warning to truck operators that special permits must be obtained before exceeding the 30,000-lb. load limit was issued by Clint Harrison, chairman of the advisory committee on defense transportation in Alabama and member of the Public Service Commission.

Truck operators are being allowed to carry as much as 40,000 lbs. gross weight per load under certain conditions and on certain highways specified by the committee, recently created by Gov. Frank M. Dixon to expedite transportation of war materials.

However, Mr. Harrison points out that permits must be obtained first, in all cases, before the 30,000-lb. limit may be exceeded.

Permits can be obtained by applying to F. O. McManus, secretary of the advisory committee on defense transportation, and secretary of the State Highway Dept.

Arrests will be made where permits for excess loads have not been secured, the committee indicated.—M. Smith.

BIRMINGHAM, ALA.

1880—Sixty-two Years of Service—1942

**HARRIS TRANSFER & WAREHOUSE CO.**

8 South 13th St., Birmingham

— FIREPROOF WAREHOUSES —

Merchandise and Household Goods

• STORAGE • CARTAGE • DISTRIBUTION • FORWARDING

Pool Cars Handled

Member of A.C.W.—A.W.A.—N.F.W.A.

Agents for Allied Van Lines, Inc.

BIRMINGHAM, ALA.

**STRICKLAND TRANSFER & WAREHOUSE CO.**

1700-1702 2nd Ave. So.

General Merchandise Storage and Distribution  
Pool Car Service a Specialty—Motor Truck Service  
Centrally Located—Free Switching from All R.Rs.

BIRMINGHAM, ALA.



**WITTICHEN**

Transfer & Warehouse Co.

Fireproof Warehouse

Household Goods and Merchandise

Pool Car Distribution

Member: A.W.A. & M.W.A.



MOBILE, ALA.



**Merchants Transfer Company**

HEAVY HAULING—STORAGE

Pool Cars and General Merchandise—Bonded  
Authorized Transfer Agents

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Compartments  
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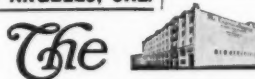
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First merchandise warehouse in Los Angeles—and STILL  
the FIRST . . . Established 1893 . . . MORE THAN  
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7492 SANTA MONICA BLVD.

Household Goods Storage—Long Distance Moving. 3  
Warehouses—Brick & Concrete Construction. Consign  
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*Guard your Goods*  
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We specialize in package merchandise and  
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 Advise your requirements and we will give you  
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**COMPLETE FACILITIES EFFICIENT SERVICE**

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56 Motor Trucks

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Free and U. S. Customs bonded storage. The largest, most complete  
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 Insurance Rate as low as 11.8 cents per \$100 per year.  
 Daily motor truck service to all parts of the city and Los Angeles  
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**ONLY WESTLAND WAREHOUSES**

*Offer You Neutral Switching To All Railroads in Pacific Southwest*

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Located in Cen-  
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*Merchandise and household goods Warehouse*

Specializing in General Merchandise, Hops and Flour.  
 Private Siding on S.P.R.R.—10-Car Capacity. Distribu-  
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*"Where the West begins and  
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OPERATED IN CONJUNCTION WITH  
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AND  
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**HASLETT WAREHOUSE COMPANY**

240 Battery Street, San Francisco

Largest and most complete storage and trucking  
 service on the Pacific Coast.

Operating in San Francisco, Oakland,  
 Stockton and Sacramento

S. M. HASLETT - President  
 Member: American Warehousemen's Assn.  
 American Chain of Warehouses, Inc.

### Coffee Men Will Fight Higher Rail Rates

A proposal of the railroads to increase rates on green coffee moving from New Orleans to San Francisco will be hotly fought by San Francisco coffee interests. The Pacific Coast Coffee Assn., learning of the intention of the rail carriers to propose higher rates, has declared it is prepared to fight any such increases. The coffee industry is ready to file its protest with the I.C.C. if necessary, the coffee roasters say.

The present rate between San Francisco and New Orleans is set at 94 cents per 100 lbs. With the near-cessation of direct water shipments of green coffee from South America to San Francisco, coffee cargoes destined for the Pacific Coast are now being diverted to Gulf ports and transhipped overland by rail; thus rail freight rates from New Orleans to San Francisco and its environs are of growing importance to the coffee industry. In fact, coffee importers believe that as long as current conditions endure, New Orleans is likely to be the main port of entry for South American coffee and other goods from Latin America destined to San Francisco. Far from agreeing to a higher rail rate, coffee men have been in favor of a lower rate from New Orleans. Claiming that a higher rate would so increase transportation costs as to necessitate passing on the load to the consumer, the Pacific Coast coffee group is at present meeting with rail carriers and attempting to iron out differences.—*Gidlow.*

### Would Decrease Rail Rates to So. America

Proposed revision of the international freight rate structure as it applies to railroads, with a downward grading of rates, plus better service on exports from San Francisco to South American and West Indies markets, is being discussed by a committee on Inter-American Trade Relations, affiliated with the San Francisco Chamber of Commerce. The committee has already conferred with important executives of the 3 major railroads serving San Francisco. Following studies now under way, formal application for rate reductions will be filed. Prominent in the enterprise are Wm. L. Montgomery, world trade manager of the Chamber, and Walter Rohde, its transportation manager.

The committee hopes that such a revision of rates would result in San Francisco exports reaching buyers at points not now accessible because of ship diversion to war purposes. The committee announces 3 main objectives:

1. Reduction of all rail rates from San Francisco to Central America and Guatemala, including a reduction of transfer charges across the Suchiate River which forms the Mexican-Guatemalan border. Here goods are unloaded and ferried across the river to be loaded on cars of a narrow-gauge railroad.

2. Lower rates to New Orleans and Texas ports where certain steamship services are still available on some commodities; as the usual unit of sale in Central and South America is small it is regarded as necessary to obtain favorable rates on mixed goods carloads.

3. Lower rates from San Francisco to Los Angeles on the more important commodities in order to utilize certain sailings to Panama. Relatively low carload rates on some goods are available but it is necessary to obtain a lower rate on mixed carloads, according to the committee, to further its plan.—*Gidlow.*

### California Freight Rates Uppe

The long-awaited California Railroad Commission ruling on intrastate rail and truck freight rates was rendered April 18 by a 3-2 decision allowing rail and highway carriers and express companies increases that

### SAN FRANCISCO, CAL.

Member:  
American Warehousemen's Association  
Distribution Service, Inc.

**Complete Warehousing SERVICE**



General Merchandise  
United States Customs  
and  
Internal Revenue Bonded Storage.  
Draying and Pool Car Distribution.  
Office Accommodations  
and  
Telephone Service.

**SAN FRANCISCO WAREHOUSE COMPANY**  
625 Third Street SUTTER 3461

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#### ALEXANDER'S

In Santa Rosa for  
**FIREPROOF STORAGE,  
MOVING—PACKING  
and SHIPPING**

A St., at 2nd



### STOCKTON, CAL.

CHAS. C. WAGNER, Pres.

#### PACIFIC STORAGE CO.

544 N. Hunter St. Stockton, Cal.

Merchandise—Household Goods—  
Drayage

Ship thru the PORT OF STOCKTON for economical  
distribution in Central California.  
Intercoastal Terminal Rates apply at Stockton.



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MERCHANDISE STORAGE — POOL CAR DISTRIBUTION  
A.D.T. Protection—Private siding C. B. & Q.—U.P. Also operate Warehouse  
at Brighton, Colo.

Represented By  
Associated Warehousemen, Inc.—Chicago & New York City



### DENVER, COLO.

#### DEPENDABLE, COMPLETE WAREHOUSING SERVICE

Sprinklered thruout. Fire Insurance Rate \$0.121 per \$100.00. Free switching. 137,000 sq. ft. available. Pool and stop over cars distributed. Offices for rent. Centrally located. Minimum storage and distribution costs. MEMBERS A.W.A.

When making your selection choose

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## North Denver Transfer and Storage Company

### Modern Merchandise Warehouses

A dependable agency for the distribution of  
merchandise and manufactured products.

Storage Forwarding Cartage Distributing

Centrally Located Free Switching  
Office: 2016 Blake Street, DENVER, COLORADO

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**WEICKER** Complete Service

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We Operate the Weicker Transportation Co., a statewide, daily motor freight service under regulation of the Public Utilities Com. Connection with Interstate Truck Lines to Principal Cities.

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**The Weicker Transfer & Storage Co.**  
1700 Fifteenth, Denver, Colo.  
Member of N.F.W.A.—A.C.W.—A.W.A.

PUEBLO, COLO.

**BURCH** WAREHOUSE AND TRANSFER CO. INC.

General Office and Warehouse  
200 S. SANTA FE AVENUE  
Modern Sprinklered Fireproof Building  
Freight Forwarding and Distribution  
Household and Merchandise Storage  
**PACKING AND SHIPPING**

Member of May.W.A.—A.W.A.—Colo. W.A.

PUEBLO, COLO.

**WEICKER** TRANSFER & STORAGE CO.

- Modern Sprinklered Building
- Pool Car Distribution
- Household and Merchandise Facilities
- Freight Forwarding and Distribution

★AGENT ALLIED VAN LINES—

BRIDGEPORT, CONN.

U. S. Customs Bonded

**The Bridgeport Storage Warehouse Co.**  
General Offices 10 Whiting St.  
General Merchandise Storage and Distribution  
Total Storage Area 60,000 Sq. Ft.  
Household Goods, Moving, Packing and Shipping  
N. Y., N. H. and H. R.R. Siding

BRIDGEPORT, CONN.

**HARTFORD DESPATCH**  
and WAREHOUSE CO., Inc.

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U. S. Bonded Warehouses . . . Pool Car Distribution . . . Household and Merchandise Facilities . . . Private Siding . . . Our fleet covers Connecticut and Massachusetts daily. Warehouse at Hartford, Conn., and Springfield, Mass.

Members: NFWA—AWA—ACW—AVL Agents

GREENWICH, CONN.

Over 50 Years in Business

**DRINKWATER SONS, Inc.**

NEW CANAAN, CONN. OFFICES: 122 RAILROAD AVE.  
BEDFORD, N. Y. 2 WAREHOUSES  
PORT CHESTER, N. Y. STORAGE — MOVING

Daily Intercity Deliveries. Pier Deliveries.  
Custom Bonded Trucks. Licensed liquor carriers.  
Local and Long Distance Moving.  
Member May.W.A., C.W.A.

**ATTENTION SHIPPERS**

Do any of your products require constant temperatures or humidity control? Consult our nearest cold storage warehouse advertiser or a merchandise advertiser that has air conditioning facilities.

parallel those recently granted by the I.C.C. on interstate freight rates. The California decision gives a 6 per cent increase on general freight, while a 3 per cent rate increase is permitted on raw materials, agriculture, animals, animal products, mine products etc. Rates on petroleum moved by tank cars remain unchanged. *Gidlow.*

**Handling and Other Rate Increases for Calif. Whses.**

The California Railroad Commission on May 12 authorized an increase in warehouse handling rates on accessorial and incidental charges in the Los Angeles area, effective May 22.

The decision granted an increase in handling rates uniformly 15 per cent higher than those in effect since February, 1938, subject to slight adjustments in the disposition of fractions. The increases will apply in accordance with a rate conversion table submitted to the C.R.C. as a supplement to the application, and represent a 15 per cent advance over the rates appearing in California Tariff Bureau tariffs No. 7C and 5J.

The rate increases granted for incidental and accessorial charges are not uniform but are generally in excess of 15 per cent over existing rates. These increases apply to minimum monthly charges per customer on charges for payment of freight or express bills on outgoing shipments; and charges for sorting, weighing, clerical services and furnishing special labor.

The application for the increases was filed by the California Warehouse Tariff Bureau in behalf of the member warehouses in Los Angeles, Hollywood, Vernon, Beverly Hills, Pasadena, Glendale and San Monica.

In support of the application, Charles G. Munson, secretary-treasurer of the Los Angeles Warehousemen's Assn., and other witnesses testified at the hearings in Los Angeles that there had been no worthwhile increase in warehousing rates in Los Angeles since early in 1938. In consequence, it was testified, merchandise and storage warehousemen have not been able to operate at a profit. Cost reports entered as evidence indicated there had been a steady increase in operating expense in the Los Angeles area in recent years due principally to a constant upward trend in wages for labor.

It was testified that since 1938 wages have increased on 4 different occasions and that employees have also been granted vacation and holiday privileges. Cost sheets prepared by the warehousemen disclosed that hourly wages for "regular" and "checker" class labor were 65 cents and 70 cents, respectively, on Feb. 1, 1938. On the corresponding date in 1942, it was shown, the wage scale was 75 cents for "regular" labor and \$1 to 85 cents for "checker" class labor.

Testimony brought out that the total increase in cost to warehousemen for labor require to conduct their operations was between 20 and 26 per cent in addition to substantial increases in wages of clerical and supervisory employees and cost of materials and supplies.

The petitioners submitted cost studies of 14 of the 26 firms involved in the proceedings which indicated that these 14 companies operate a major part of the warehouse space in the Los Angeles metropolitan area. The labor expense for the 14 firms, according to the cost studies, was \$77,890 per year higher under the scale in effect in February of this year than it was under the scale paid in 1938, whereas the additional revenue to be expected from the requested increase in handling charges would be only \$67,485. The applicants testified that the 14 warehouses suffered a net loss for all warehouse operation of \$70,571 during the first 6 mos. of 1941, despite an upward trend in their storage business and gross revenue.

In the decision, the C.R.C. established a procedure precedent to be followed in any subsequent proceedings



HARTFORD, CONN.

E. G. Mooney, Pres.; J. G. Hyland, 1st Pres.

# HARTFORD DESPATCH and WAREHOUSE CO., Inc.

410 CAPITOL AVENUE, HARTFORD, CONN.  
U. S. Bonded Warehouses... Pool Car Distribution... Household and Merchandise facilities... Private Siding... Our fleet covers Connecticut and Massachusetts daily. Warehouses at Bridgeport, Conn., and Springfield, Mass.  
Members: NFWA—AWA—ACW—AVL Agents

HARTFORD, CONN.

Established 1902



# SILLENCIE Warehouse Co., Inc.

HOUSEHOLD GOODS EXCLUSIVELY  
Fireproof Warehouses

NFWA CWA CMTA CofC

NEW HAVEN, CONN.

M. E. KIELY, Pres.

# DAVIS STORAGE COMPANY

335 East St., New Haven, Conn.  
Modern Fireproof Merchandise Warehouse  
Private seven-car Siding, adjacent to Steamship and R. R. Terminals. Pool and stop over cars distributed. Merchandise Storage.  
Motor Truck Service to all towns in Connecticut.  
Low Insurance Rate. Prompt, Efficient Service.  
Member of Connecticut Warehousemen's Assoc.



Member NATIONAL FURNITURE WAREHOUSEMEN'S ASSN.  
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# STORAGE and DISTRIBUTION



Established 1860

Merchandise, automobiles, furniture—23 buildings—ADT supervised watchman service—Low insurance rates—15 car siding—Central location—Daily truck delivery service covering Connecticut and southern Massachusetts—Bonded with U.S. Customs.



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165 Brewery St., New Haven, Conn.

Members: AWA, NFWA, CWA, New Haven, Chamber of Commerce, Hauling Agent Allied Van Lines, Inc.

TORRINGTON, CONN.

Established 1860



# The E. J. Kelley Co. Storage Warehouses

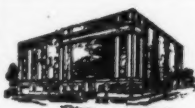
Main Office, Torrington, Conn.—Telephone 9243  
One of New England's Largest Transportation Companies  
Household Goods Packed, Stored, Shipped.  
Merchandise Storage and Distribution.  
Pool Cars Distributed in All Parts of Connecticut.  
Branch Offices in Bridgeport, Hartford, New Haven & Waterbury, Conn.; Springfield & Worcester, Mass.

involving the use of cost studies of warehouses by ruling that the Commission will, in the future, expect applicants to segregate their rent expenses in a manner that the Commission can determine the amount which represents a return on the investment in leased warehouse premises and the amount which represents operating expenses, such as taxes and depreciation.—Herr.

# Navy Acquires Corn Products' N. J. Plant

The Edgewater, N. J. plant of the Corn Products Refining Co. has been taken over by the Navy Dept. A payment of \$1,100,000 is reported having been made. Further negotiations may result in additional money being paid for the plant, which for the last 3 yrs. has been curtailing operations.

WASHINGTON, D. C.



K. K. MORRIS, President

(See Page Advertisement Directory Issue)  
Member—NFWA, AVL, WWA, CS&TA, DCTA

Telephone ADams 5600

# FEDERAL STORAGE COMPANY

1701 FLORIDA AVENUE

WASHINGTON, D. C.

Maurice Kressin, Mgr.

# Manhattan Storage & Transfer Co.

639 New York Ave., N.W., Washington, D. C.  
Household Goods storage, packing, shipping. Pool Car Distribution Merchandise.

Lift vans local delivery.

Member Ind. Movers & Warehousemen's Assoc.

WASHINGTON, D. C.

SHIPMENTS DELIVERED AT CURRENT RATES IN WASHINGTON AND VICINITY

# Security Storage Company

OF WASHINGTON

Capital, Surplus and Reserves over \$1,200,000  
Security (steel) lift vans for overseas shipments. Door to door rates quoted, both to and from Europe and South America. All risk insurance if desired.  
Members, NFWA, AVL Canadian, British, French & German Assns.  
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Fireproof Storage Warehouses

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A.T.A.—D.C.T.A.—Board of Trade, Washington, D.C.

WASHINGTON, D. C.

## GENERAL MERCHANDISE STORAGE

**Pool Car Distribution—  
City Delivery Service**

Direct Switching Connections into Warehouse  
Pennsylvania Railroad

## TERMINAL REFRIGERATING & WAREHOUSING CORPORATION

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Member of A. C. W.

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W. E. EDGAR, Supt.

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First, K and L Streets, N. E.

Large buildings of modern construction, total floor area 204,000 square feet, of which 109,000 square feet is of fireproof construction.

Storage of general merchandise

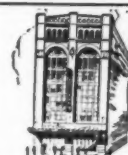
CONSIGN SHIPMENTS VIA B. & O. R. R.

Heated rooms for protection against freezing.

Member of American Warehousemen's Association

WASHINGTON, D. C.

Established 1901



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418 10th Street, N. W.

We Reciprocate Shipments

(See Advertisement in Directory Issue, page 112)

Member of N.F.W.A.—W.W.A.

## JACKSONVILLE, FLA.

FLORIDA'S LARGEST WAREHOUSE



## Union Terminal Warehouse Company

700 East Union Street

Merchandise Storage—Custom Bonded—Pool Car Distribution  
Reconsigning—Trucking Service—Trackage 52 Cars  
Reinforced Concrete—Sprinkler System—A.D.T. Service  
Insurance Rate 12 Cents

Rental Compartments—Sub-Postoffice.  
Members A.W.A.—A.C.-of-W.—J.W.A.

## TAMPA, FLA.



"Your Tampa Branch House"

## GALDWELL BONDED WAREHOUSES

MERCHANDISE—HOUSEHOLD GOODS  
Member American Warehousemen's Assn.

## TAMPA, FLA.

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Pool Car Distribution—U. S. Customs Bonded Warehouse—Freezing  
PRIVATE DOCKS—Direct Steamship Service: Pan Atlantic Steamship Line,  
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FIREPROOF BUILDING—Sprinkler System. Insurance rate 14c.  
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TAMPA

Merchandise Storage  
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Commercial Cartage  
Water & Rail connections  
Low Insurance Rate  
Household Goods Storage  
Moving—Packing—Shipping  
Agents Allied Van Lines  
National Movers

Members: AWA—NFWA

## TAMPA, FLA.

## TAMPA COLD STORAGE &amp; WAREHOUSE CORPORATION

Loans on Stored Commodities. Sales Representation. Privately Bonded.  
Pool Cars Handled.  
Located in heart of Tampa. General merchandise—Cooler and sharp freezer cold storage. Efficient distribution over entire state. Field Warehousing.

380,000 Sq. Ft.  
of Space

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WILLIAM J. EVE, Manager

## WAREHOUSE, INC.

BONDED

CARLOAD AND COMMERCIAL STORAGE  
POOLED CAR DISTRIBUTION

Morgan and Water Streets, Tampa, Florida

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AMERICAN BONDED WAREHOUSE  
Affiliated with  
SOUTHEASTERN BONDED WAREHOUSES  
"Better Warehouse Service"

651-653 Humphries St., S. W.—Sou. R. R.

Merchandise Warehousing Pool Car Distribution  
Sprinklered A.D.T. Burglar Protection A.W. Am.



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SAVANNAH, GA.

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The Fastest Freight Service Between Atlanta and Savannah and Intermediate Points  
CUSTOMS BONDED AND INSURED  
Ask us to quote on all kinds of shipments received from and delivered to Steamship Lines—Serving the Port of Savannah

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## Cold Storage Holdings on May 1

Reports to the Dept. of Agriculture from cold storage warehouses indicate that the occupied space in public warehouses on May 1, 1942, was 48 per cent of cooler capacity and 62 per cent of freezer capacity. Cooler occupancy remained the same as in April but freezer space occupancy was down 7 per cent.

Reports of commodity holdings on May 1 showed increases over a year ago for the majority of items, the most significant increases being in stocks of American cheese and shell and frozen eggs.

American cheese stocks totaling 180 million pounds exceeded those of a year earlier by 85.5 million pounds and the 5-yr. average of 108.3 million pounds. Holdings of shell eggs of 4.6 million cases were 1.6 million above those of May 1, 1941, and 1.2 million cases above average. Holdings of frozen eggs on May 1, 1942, were 159.2 million pounds, 59.6 million above the May 1, 1941, total and 64.8 million pounds above average.

Stocks of apples in cold storage totaling 3.5 million bushels were 2.5 million less than on May 1, 1941, but 13.9 million above average.

Total frozen and cured meat stocks were 811.4 million pounds or 154.7 million pounds below those of a year earlier but 23.7 million above average. Lard and rendered pork fat stocks totaled 126 million pounds. This quantity was approximately 202 million pounds below that of a year ago.



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## Closed Freight Cars in Intra-City Movement Barred

Use of closed freight cars in any kind of intra-city freight movement where utilization of motor vehicles is possible was prohibited April 30 by Joseph B. Eastman, Director of the Office of Defense Transportation, in an amendment to General Order No. 1, which established weight limits for less-than-carload merchandise, and directed carriers to conserve freight cars for preferential transportation of war materials.

The amendment followed a suggestion developed by the superintendents of transportation of the Nation's roads and approved by the shipper's committees.

The exception, in the original order, which would have allowed loading of refrigerator cars with less than the set weights when these cars were loaded in the direction of their normal empty movement, was also eliminated by the amendment and certain clarifying changes were made in other sections.

Under the original language of the order, which became effective May 1, carriers would have been permitted to use closed cars within cities, or within contiguous communities, or zones in such communities, for less-than-carload merchandise if the cars were loaded with 10 tons or more. There was no restriction on the use of closed cars for other freight.

The exceptions in the amendment, allows the railroads to use closed cars in intra-city traffic:

- (a) Where necessary to relieve freight house facilities because of inability to transport by motor vehicle;
- (b) Where motor vehicles are not available;
- (c) Where facilities of the railroad, the consignor or consignee are so located or constructed as to make motor vehicle transportation impracticable.

A further change in the order requires the carriers

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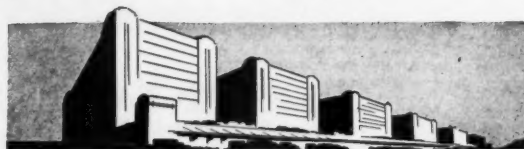
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to report, on a prescribed form, all intra-terminal cases handled under the order's exceptions.

As regards the holding of shipments, the order states "no carrier by railroad shall hold, carry over, store, warehouse any shipment of merchandise at any station, except the final destination of the shipment for longer than 36 hrs.; or at 2 or more such stations for an aggregate period of more than 48 hrs.; except in cases where the carrier does not normally render daily service, it may hold any shipment until the next regular scheduled service, or except where there is another common carrier or carriers capable of transporting the shipment consistently with the provisions hereof."

### Iron and Steel Products Delivered Prices

An amendment providing for increases in the delivered prices of iron and steel products at Toledo, Ohio, Detroit and Eastern Michigan, and at Gulf Coast basing points was announced April 29 by Price Administrator Leon Henderson.

The amendment—titled Amendment No. 4 to Revised Price Schedule No. 6 for iron and steel products—was designed to correct internal inconsistencies in the Price Schedule arising out of the 6 per cent increase in railway freight rates put into effect March 18 of this year on certain iron and steel items. It became effective April 30, 1942.

Delivered prices applicable to Toledo, Detroit and Eastern Michigan and Gulf Coast basing points under the amendment may be increased 25 cents a gross ton on ingots, blooms, billets and slabs, and 2 cents a hundred pounds on all other iron and steel products.

The increases are equally applicable to carload and less-than-carload shipments.

The variance between the 25 cents a gross ton and 2 cents a hundred pounds categories of increases, it is pointed out, results from the fact that railroad freight rates are lower for semi-finished iron and steel products than for finished products.

Explaining the price increases, Office of Price Administration officials pointed out that the practice of the steel industry on deliveries to the Ohio, Michigan and Gulf Coast points of consumption, before issuance of Price Schedule No. 6, was to quote delivered prices which included transportation charges.

The practice was recognized in Price Schedule No. 6 and delivered prices in the areas covered in the amendment were frozen as of April 16, 1941.

When the freight rate rises came along, the Revised Schedule permitted increased freight costs to be passed on to the consumer on most steel products. In the case of the points listed in the new amendment, where quoted delivered prices had been frozen, passing on the higher freight charges to consumer was not possible, however.

The amendment, thus, brings relief to steel companies quoting "delivered" prices for their products.

### Warehoused Sugar Bags Requisitioned

The Board of Economic Warfare has requisitioned 2,700,000 burlap and jute sugar bags held in United States warehouses by the Government of France.

The bags have an estimated value of \$750,000. Settlement will be made by the Compensation Board of the Office of Exports, Board of Economic Warfare.

The bags, which will be sent to Cuba, Puerto Rico and Santo Domingo are to be used to bring sugar into the United States, Canada and Great Britain.

The Board of Economic Warfare discovered the bags in New York, Galveston, Houston, and New Orleans—Manning.

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## Panel Discussion of Transportation Problems

(Continued from page 4)

**Mr. Eastman.** Our information is that the present equipment on the intracoastal waterway system could be used to move about 30,000 tons of sugar a month, way of illustration, Northbound from Jacksonville. Further use of this waterway is dependent upon the provision of further equipment, and for this new construction would very largely be necessary. Wooden barges could be used for other traffic, but there is doubt to the extent that they could be used for oil. The burden of any new construction should be borne by the government, for the equipment would be of little use after the war, owing to the superiority of the parallel rail and ocean routes.

**Question.** In line with the suggestion that railroads could handle principally long-haul and trucks short-haul business, how can this be brought about?

**Mr. Eastman.** This is a very difficult question. We believe that so far as so-called merchandise traffic is concerned, our General Order No. 1 will have a tendency to increase long-haul business by rail and short-haul business by truck. In the case of petroleum and its products, the Office of Defense Transportation and the Petroleum Coordinator are jointly endeavoring, and with much success, to bring about the substitution of tank trucks for tank cars in the case of short hauls. The Railway Transport Division and the Motor Transport Division of the Office of Defense Transportation are now engaged jointly in studies with the object of promoting other similar substitutions. There are many exceptions to the rule that the railroads can handle long-haul traffic more efficiently than the trucks and vice versa.

**Question.** What is going to be done with the "frozen" trucks?

**Mr. Eastman.** The plan was that the "frozen" trucks should be allocated to purchasers by the War Production Board at the rate of about 9,000 per month in accordance with recommendations of the Office of Defense Transportation, which has a field force and a central Washington force working on this matter. However, direct demands upon the "frozen" stock by the War Department and the Lend-Lease Administration are reducing materially the number of trucks which can be allocated upon recommendations of our staff.

**T. C. Burwell,** vice-president of A. E. Staley Mfg. Co., Decatur, Ill., was asked and answered the following questions:

**Question.** What is the judgment of shippers on the suggestion that the right of the shipper to route freight be eliminated?

**Mr. Burwell.** The great bulk of the freight is routed by men who are members of the National Industrial Traffic League. They are experienced men and are better qualified to move tonnage via service routes (which may change from day to day) than anyone else.

**Question.** Is the proposed cancellation of export freight rates justifiable?

**Mr. Burwell.** No. Export sales are usually on a marginal basis and create additional tonnage for the carriers which they normally need. Most exporters have lost the bulk of their export business and should not be penalized on what little they have left. The Government would be penalized on Lend-Lease tonnage. Export rates will be essential to keep industrial plants in operation following the duration.

**H. D. Horton,** president of Horton Motor Lines, Charlotte, N. C., was asked and answered the following questions:

**Question.** In view of the scarcity of equipment and critical materials and the requirements of the military,

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Write for complete description of services  
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do the rest. U.S. Licensed and Bonded Canned Foods Warehouse  
License No. 12-4.**ATTENTION  
SHIPPERS**

A uniform manufacturing operation can be carried on throughout the year, on seasonal goods, and stored in warehouses for the sales period. This reduces cost of manufacture as overhead and expense are constant.

how will the operators of commercial motor carriers be affected during the emergency?

Mr. Horton. The motor carriers have already been affected very seriously in the loss of their trained personnel, and in the knowledge that they will not be able to replace any of the equipment presently in use. Motor traffic, however, is expected to be handled by the motor carriers, and they are taking effective steps at the time to keep in actual movement all of the vehicles in their possession.

The matter of tires has been explained to you by Mr. Eastman, and we have the same question-mark in our minds, even a greater one, I think than he has. Presently the motor trucks of the country are moving about 18 per cent of the freight that moves. They have a capacity, if various limitations, such as state restrictions, are removed, of moving up to about 25 to 26 per cent. They have still a considerable unused capacity. I think probably that particular idea has been the one that has motivated our President in calling together in Washington, in the month of May, a conference of the governors of all of the various states. We are still being subjected to many foolish state laws which are sharply restricting our ability to produce freight transportation.

Question. What should commercial motor carriers do to increase their usefulness in the war effort?

Mr. Horton. It will be remembered the motor industry was developed in the time of the depression. It was developed primarily at the demand of the shipping public for some form of transport not then available. Having fought through all the restrictions placed upon them, from those imposed by a justice of the peace whose son-in-law was a motorcycle cop, through all the different phases of the government up to the federal government, it can be understood that the trucking industry of necessity has had to be a young, virile and hard-hitting organization to be in existence at all at this time.

The truck operators are now being called together. There was started just recently, and was completed the middle of the month in Chicago, a Trucking Service War Council, in which the best brains of the trucking service in every state of the union will be called into conference regularly and continuously, so that everything in the world they know how to do—and they are an ingenious people, running a flexible transportation service—all that ability and flexibility will be made available to the war effort.

**Tung Oil Stored in Fla.**

Wallis Tung Corp., Montgomery, Ala., is planning for the storage in Florida of tung nuts, first of their kind grown in the United States. The warehouse to be constructed will have a capacity for storing 700 tons.—Stawson.

**Seattle Rate Increase Denied**

The U. S. Maritime Commission has suspended until June 1 a proposal of the Alaska Steamship Co. to increase its terminal rates and charges at Seattle, Wash., on a long list of goods moving between that point and Alaska.

According to the statement of the Commission, some 75 per cent of all cargo handled over the company's docks is classed as general merchandise. The general merchandise rate increases which the shipping firm proposed ran from 50 to 60 cents per ton for wharfage, from 55 to 80 cents for handling, and from 55 to 80 cents also for railroad carloading and unloading. In addition, the company proposed a series of increases on specified commodities not coming under the general merchandise head.

Alaska Steamship Co. claimed the need of additional revenue to meet higher operation costs, primarily in the matter of higher wages and benefits to workmen, working restrictions, etc.—Gidlow.

**DAR RAPIDS, IOWA**

**AMERICAN TRANSFER & STORAGE CO.**

SINCE 1907

General Merchandise Warehousing and Distribution. Cold Storage.

Modern Brick Warehouse, Sprinklered 80,000 Square Feet. Siding on C. M. St. P. & P. Rd. Free Switching from Other Roads. Motor Freight Terminal. Agent Greyvan Lines.

**DAR RAPIDS, IOWA**

**Cedar Rapids  
TRANSFER & STORAGE CO.**

FIREPROOF WAREHOUSE  
AND TRUCK TERMINAL ON TRACKAGE  
All Modern Facilities For Efficient Warehousing  
and Distribution of Merchandise  
DAILY SERVICE IN EVERY DIRECTION

**DAR RAPIDS, IOWA**

**DART & RICHTER EXPRESS & STORAGE CO.**

At Davenport, Iowa, Rock Island and Moline, Ill.  
Fireproof Warehouse on trackage. Phone Dial 3-3653.  
Branch office and Warehouse service—Mississippi Valley reaching 20 Million Consumers.  
Pool- and Stop-over Distribution.  
Truck Terminal & Motor Truck Service.  
Members: AWA NFWA IAWA.  
Associated Warehouse, Inc.  
Agents, ALLIED VAN LINES.

**DAR RAPIDS, IOWA**

MEMBER AMERICAN CHAIN OF WAREHOUSES

**MERCHANTS  
TRANSFER & STORAGE CO.**

ESTABLISHED 1903  
Merchandise Storage, Furniture Storage &  
Pool Car Distribution

MEMBERS: A.W.A.—N.F.W.A.—I.A.W.A.—  
AGENTS—ALLIED VAN LINES, INC.

**DES MOINES, IOWA**

**BLUE LINE STORAGE CO.**

200-226 - Elm - Des Moines, Ia.

Merchandise and Household Goods  
Storage

Private Siding — Free switch from  
any R.R. entering Des Moines

Members: A.W.A.—N.F.W.A.—I.A.W.A.—M.O.W.A.

**DES MOINES, IOWA**

Member American Chain of Warehouses

**MERCHANTS  
TRANSFER & STORAGE CO.**

TRY OUR SUPERIOR SERVICE  
40 years' warehousing nationally known accounts  
gives you Guaranteed Service  
Daily reports of shipments and attention to  
every detail.

**DES MOINES, IOWA**

ONE HUNDRED FIFTH AVE.

**Reppert  
TRANSFER & STORAGE CO.**

Pool Car Distribution  
Special Heavy Equipment for Machinery, Boilers, Presses.  
Siding C. R. I. & P. Ry.. Free Switching from any R. R.  
Operators—Wholesale Merchants Delivery—Retail Merchants Delivery  
Agent Greyvan Lines.

**DES MOINES, IOWA**

1800—62 Years' Continuous, Efficient Service—1942

**WHITE LINE TRANSFER & STORAGE CO.**

Merchandise & Household Goods Storage

—Fireproof Warehouse—  
Lowest Insurance Rate. Pool Car Distribution. Private Siding. Free  
Switching. Free Rail or Truck Pick-up Service.  
Member of A.W.A.—N.F.W.A.—I.A.W.A.

Represented by  
ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 43RD ST. PHN. 6-0966 1525 NEWBERRY AVE. MO. 3535

**DUBUQUE, IOWA**

Member of Iowa Warehouse Ass'n.

**COMPLETE  
DISTRIBUTION SERVICES**

222,000 sq. ft. of floor space in buildings of brick-concrete-  
steel construction. Chicago-Great Western R.R. siding with  
10 car capacity. Free switching with Federal Barge Lines.

Floor loads 500 lbs. per ft.

Low insurance rates.

Complete-Motor-Freight-Facilities.

Pool car distribution—all kinds. Merchandise & House-  
hold Goods Storage, industrial and office space for rent.

Write today

**DUBUQUE STORAGE & TRANSFER CO.**

3000 JACKSON ST.

DUBUQUE, IOWA

**MASON CITY, IOWA**

A. W. A.—May. W. A.



**MASON CITY WAREHOUSE  
CORPORATION**

Merchandise Storage,  
Household Goods Storage,  
Pool Car Distribution,  
Local and Long Distance  
Moving.

Packing & Crating,  
Local Transfer,  
Private Sidings,  
Motor Freight Terminal.

**WATERLOO, IOWA**

**IOWA WAREHOUSE CO.**

Fireproof Warehouse Motor Truck Service

Distributing and Warehousing All Classes of  
Merchandise, Household Goods and Automobiles

**DODGE CITY, KANSAS**

JOHN PRESSNEY, Owner and Mgr.

**THE DODGE CITY WAREHOUSE CO.**

501 West Chestnut, Foot of Boot Hill  
**MERCHANDISE — HOUSEHOLD  
GOODS and COLD STORAGE**

Distribute Pool Cars, Ship via R1 or  
Santa Fe Rys.

Member AWAm—Kas MTA

**KANSAS CITY, KANSAS**

**INTER-STATE  
TRANSFER AND STORAGE COMPANY  
FIREPROOF WAREHOUSE  
18th & MINNESOTA**

Packing, Moving, Storing and Shipping. Private Siding  
Agent for Allied Van Lines, Inc.

L. J. CANFIELD, Proprietor Telephone Dr. 3420

**TOPEKA, KANSAS**

Agent for Allied Van Lines, Inc.

**TOPEKA TRANSFER and STORAGE Co., Inc.**

A.W.A. Established 1880 N.F.W.A.

FIREPROOF WAREHOUSES FOR MERCHANDISE & HOUSEHOLD GOODS  
TWICE DAILY TRUCK SERVICE TOPEKA-KANSAS CITY  
CITY-WIDE DELIVERY SERVICE

Private Switch Connections AT & SF, CRI & P, U.P. and N.P.

**WICHITA, KANSAS**

*A Modern Distribution and  
Warehousing Service*

**Brokers Office & Warehouse Co.**

B. W. BILLINGSLEY, JR., Manager

Member of American Chain of Warehouses



## WICHITA, KANSAS



Write or Wire

# Cassell

TRANSFER &amp; STORAGE CO.

WICHITA, KANSAS  
Fireproof Storage and Sprinkler System

## WICHITA, KANSAS

"A Warehouse service complete in every detail"

## METROPOLITAN WAREHOUSE COMPANY, INC.

Storage — Distribution  
Office and Display Space — Sprinklered — Low Insurance  
301 South St. Francis Avenue  
Murray E. Cuykendall, General ManagerRepresented by  
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PHIN 4-0946 1525 NEWBERRY AVE. MON 5531

## WICHITA, KANSAS



## UNITED WAREHOUSE CO'S

Merchandise Warehouses

at  
TWO BIG  
MARKETS

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KANSAS CITY, MO.

## LOUISVILLE, KY.

## Louisville Public Warehouse Company

25 WAREHOUSES

944,000 SQUARE FEET

Louisville Member  
AMERICAN CHAIN-DISTRIBUTION SERVICE, INC.  
Gen'l Mdse. — H. H. Goods

## ALEXANDRIA, LA.

ALEXANDRIA IN THE HEART OF LOUISIANA

Bonded Brick & Concrete Warehouse. Stor-  
ing, Packing, Pool Car Distribution. Agents  
Acro Mayflower Transit Co. Private Sidings  
L.&A.S., P.&R.I. Ry.

Carnahan's Transfer &amp; Storage

P. O. Box 911  
Member of A.W.A.—May W.A.—S.W.A.

## ALEXANDRIA, LA.

B. F. HENRY, Pres. HARRIET POWARS, Secy.-Treas.

## Rapid Transfer and Storage Co., Inc.

1056-1058 WASHINGTON STREET

Merchandise and Household Goods Storage

Pool Car Distribution  
Ship via R.I. Ry.—So.P.—L.&Ark. Ry.—Mo.P.  
and T.&P.Agents for Allied Van Lines, Inc.  
Member NFWA-SWA

## NEW ORLEANS, LA.

E. B. FONTAINE, Pres. &amp; Mgr.

## Commercial Terminal Warehouse Company

INCORPORATED

## Modern Merchandise Warehouses

A dependable agency for the  
distribution of merchandise  
and manufactured products.Storage Cartage Forwarding  
Distributing Bean Cleaning  
and Grading FumigatingOffice 402 No. Peters Street  
NEW ORLEANS LOUISIANA  
New York—Chicago

## NEW ORLEANS, LA.

Represented by  
Distribution  
Service, Inc.  
New York Chicago  
San Francisco

## Douglas Shipline Storage Corporation

Douglas Public Service Corporation

New Orleans, La.  
Sprinklered storage—  
1,050,000 square feet.  
Mdse. and Furniture.  
Switch track capacity—  
100 cars.  
Nine warehouses, con-  
venient to your trade.  
Loans made against ne-  
gotiable receipts.  
Trucking Department op-  
erating 105 trucks.  
Insurance Rates 12¢ to  
46¢.

## NEW ORLEANS, LA.

## MALONEY TRUCKING &amp; STORAGE, Inc.

133 NORTH FRONT ST.

An able servant to the PORT OF NEW ORLEANS  
Complete warehousing facilities—Distribution—Weighing—Forwarding—Fumig-  
ing—Storage—Cartage—Field Warehousing—Office Space—Display Room—  
Sprinklered Risk.

UNITED STATES AND STATE BONDED

Represented By:

Interlake Terminals, Inc., New York—Chicago  
New Orleans Merchandise Warehousemen's Ass'n.

## NEW ORLEANS, LA.

T. E. GANNETT, Owner



## Standard Warehouse Company

100 Poydras St., New Orleans, La.

Complete Warehousing Service

## SHREVEPORT, LA.

## The Distribution Center of ARK.—LA.—TEX.

SPECIALIZING IN

## MERCHANDISE STORAGE and POOL CAR DISTRIBUTION

Modern fireproof facilities with sprinkler system... Private siding... Watchman service... Low insurance rate... Truck connections with all motor freight lines... Courteous, efficient service for thirty-two years... IF you want your customers to get the best

in Distribution Services

HAVE HERRIN HANDLE!!!

## HERRIN TRANSFER and WAREHOUSE CO., INC.

MARSHALL AT DAVIS STREET, SHREVEPORT, LA.  
Household Goods Storage and Transfer.  
Trucking Delivery Service.

## SHREVEPORT, LA.

## Terminal Warehouse &amp; Transfer Co., Inc.

Office 629-31 Spring St.

Merchandise and Household Goods Warehouse, sprinklered.  
40,000 square feet. Distribution of Pool Cars. Transfers House-  
hold Goods.

Member of A.W.A.—May. W.A.—S.W.A.

## BANGOR, MAINE

## McLAUGHLIN WAREHOUSE CO.

Established 1875

Incorporated 1918

## General Storage and Distributing

Rail and Water Connection—Private Siding

Member of A.C.W.—A.W.A.—N.F.W.A.—Agent A.V.L.

## Factories on the Move

(Continued from page 31)

R. Krasberg & Son, 925 West Wrightwood Ave., Chicago, Ill., manufacturer of special machinery, tools, etc., have filed plans for new one-story plant, about 114 by 164 ft., on local site at 2501-23 West Homer St. Cost close to \$100,000, with equipment. Engineering Systems, Inc., 221 North LaSalle St., is architect and engineer.

United States Electrical Tool Co., 2490 West 6th St., Cincinnati, Ohio, manufacturer of drills, grinders, polishers, etc., has taken over a one-story industrial building on local site at 1050 Findlay St., and will modernize and improve for early occupancy. No estimate of cost announced. J. Clifford Smith is president.

Chemical Construction Co., 30 Rockefeller Plaza, New York, N. Y., a subsidiary of American Cyanamid Co., same address, plans new plant in Texas (exact location withheld) for production for Government. It will consist of a group of one and multi-story buildings, equipped for large output. Cost over \$5,000,000. Financing will be provided by Defense Plant Corp., Washington, D. C., a Federal agency.

Irving Air Chute Co., 1670 Jefferson Ave., Buffalo, N. Y., manufacturer of parachutes, has approved plans for new one-story branch plant, 125 by 325 ft., on Versailles Road, Lexington, Ky., and will begin superstructure at once. Cost reported over \$85,000.

Metropolitan Self-Service Co., Inc., 52 Vanderbilt Ave., New York, N. Y., a subsidiary of Standard Beverage Corp., same address, has leased a one-story industrial building at 76-78 Nesbitt St., Newark, N. J., and will occupy for new branch for carbonation of non-alcoholic beverages, storage, distribution, etc.

Zahodiakin Engineering Corp., 250 West 54th St., New York, N. Y., manufacturer of precision instruments, parts, etc., plans new plant on tract of land at River Road and Morris Turnpike, Summit, N. J., where site has been selected. Negotiations are under way with Summit Planning Board for permission to proceed with project, reported to cost in excess of \$50,000.

Crescent Box Corp., 621-23 East Erie Ave., Philadelphia, Pa., manufacturer of corrugated boxes and other containers, has leased industrial building on local site at 3509-11 No. 13th St., and will occupy for expansion.

Lasher Linoleum & Carpet Co., 615 North 3rd St., Minneapolis, Minn., has approved immediate erection of new one-story and basement factory and warehouse building, 150 by 280 ft., on local site at 524 No. 6th St., and will remove to new location on completion of structure, expanding present capacity. Cost about \$125,000. Johnson & Backstrom, Roanoke Bldg., Minneapolis, are architects.

E. C. Atkins & Co., 402 So. Illinois St., Indianapolis, Ind., manufacturer of saws, machine knives, etc., plans new plant for production for Government on site in vicinity of Indianapolis (exact location withheld). It will consist of several one and multi-story buildings, equipped for large output. Cost over \$5,000,000, with financing to be provided by Defense Plant Corp., Washington, D. C., a Federal agency. Work is scheduled to begin soon.

Watson Mfg. Co., Taylor St., Jamestown, N. Y., manufacturer of metal furniture, shelving, etc., is concluding arrangements for lease of 5-story industrial building on local site on Blackstone Ave., formerly occupied by National Furniture Co., and now owned by

MEMBER MAYFLOW WAREHOUSEMEN'S ASSN.

## Atlantic Storage & Warehouse, Inc.

P. O. Box 784 71 Kennebec Street Portland, Maine

Warehousing and Distribution of General Merchandise except goods detrimental to foodstuffs

Modern construction

Sprinkler system protection

Insurance rate 16½c

A.D.T. Automatic Burglar System

Storage in transit privilege on flour, canned goods, paper and paper bags

## BALTIMORE, MD.

For Details See Directory Issue  
Distribution and Warehousing



## BALTIMORE FIDELITY WAREHOUSE CO.

T. E. WITTERS, President

Baltimore's Most Modern Merchandise Warehouses

Rail and Water Facilities

Pool Car Distribution—Storage—Forwarding

Private Siding Western Maryland Railway

## BALTIMORE, MD.

## CAMDEN WAREHOUSES

Operating Terminal Warehouses on Tracks of

The Baltimore & Ohio Railroad Co.

A.D.T. Private Watchman, Sprinkler

Storage—Distribution—Forwarding

Tobacco Inspection and Export—Low Insurance Rates

Consign Via Baltimore & Ohio Railroad

## BALTIMORE, MD.

U. S. Customs  
Bonded Draymen



MAIN OFFICE: PHILADELPHIA ROAD

## DAVIDSON TRANSFER & STORAGE CO.

Household Goods and Merchandise—Storage—Delivery

—Unloading—Special Flat Bed Trucks for Lift Cases.

Agents: Allied Van Lines . . . Member N. F. W. A.

## BALTIMORE, MD.

Martin J. Reilly, Pres. A. Bernard Heine, Vice-Pres.

## FIDELITY STORAGE CO.

2104-6-8 MARYLAND AVE.

Baltimore's Modern Fireproof Warehouse

Your Clients Efficiently Served All Collections Promptly Remitted

## MOTOR FREIGHT SERVICE

Household Goods Pool Car Distribution Merchandise

Member of N.F.W.A.—M.E.F.W.A.—M.M.T.A.

Agent for Allied Van Lines, Inc.

## BALTIMORE, MD.



## VAN LINES

&

## FIRE-PROOF STORAGE WAREHOUSES

524 to 534 WEST LAFAYETTE AVENUE

BALTIMORE, MD.

The Most Complete Moving and Storage Organization in Baltimore. MERCHANDISE and HOUSEHOLD GOODS—Two Warehouses conveniently located—Packing—Crating—Lift Van—Local storage—desk space. Long Distance Moving to all points.—Certificates granted—MC-52452.

Tariff-Independent Movers' and Warehousemen's Assoc.

# MARYLAND

# SHIPPERS' SERVICE SECTION

D and W, June, 1932

## BALTIMORE, MD.

### McCORMICK WAREHOUSE COMPANY LIGHT AND BARRE STREETS, BALTIMORE, MD.

Concrete sprinklered warehouse centrally located. Private siding handling CL shipments via B&O, WM R.R. and PENN R.R. Low storage and insurance rates. Negotiable receipts issued. Pool car distribution. Motor truck service.

## BALTIMORE, MD.

Founded 1893



### TERMINAL WAREHOUSE CO.

Operating four Modern Warehouses on tracks of Pennsylvania Railroad Company.  
Resources \$750,000  
Trucking A.D.T. Watchmen  
Pool Car Distribution Bonded Space  
Financing Represented by  
Associated Warehouses, Inc., New York and Chicago

## BOSTON, MASS.

### CLARK-REID CO., INC.

GEO. E. MARTIN, President

#### GREATER BOSTON SERVICE

HOUSEHOLD GOODS STORAGE—PACKING—SHIPPING

OFFICES 83 Charles St., Boston  
380 Green St., Cambridge  
MASS. F.W.A. CORR. W.A.N.F.W.A. A.V.L.

## BOSTON, MASS.

### CONGRESS STORES, Inc.

38 STILLINGS ST.

#### GENERAL MERCHANDISE STORAGE

Central Location—Personal Service

Pool Car Distribution

Sidings on N. Y., N. H. & H. R. R.

Protected By  
A.D.T. Service

Member  
Mass. Warehousemen Assn.

## BOSTON, MASS.

Established 1896

PACKING

MOVING

D.W.

DUNN CO.

STORING

SHIPPING

#### COMPLETE WAREHOUSING FACILITIES

CONTAINER SERVICE

46 Bromfield St.

Member May W. A.

3175 Washington St.

## BOSTON, MASS.

#### CHARLES RIVER STORES

131 Beverly Street  
Boston and Maine R. R.

#### ALBANY TERMINAL STORES

137 Kneeland Street  
Boston and Albany R. R.

### FITZ WAREHOUSE CORPORATION

Successors to Fitz Warehouse & Distributing Co.

#### GENERAL MERCHANDISE STORAGE

Free and Bonded Space — Pool Car Service

Rail and Motor Truck Deliveries to All Points in New England

Represented by

NEW YORK BALTIMORE DISTRIBUTION INC.

CHICAGO

11 WEST 42ND ST. PHN. 6-0946

123 NEWBURY AVE. MON. 35N

## BOSTON, MASS.

### Hoosac Storage and Warehouse Company

Lechmere Square, East Cambridge, Mass.

#### FREE AND BONDED STORAGE

A.D.T. Automatic Fire Alarm

Direct Track Connection B. & M. R. R.

Lechmere Warehouse, East Cambridge, Mass.

Hoosac Stores, Hoosac Docks, Charlestown, Mass.

Warren Bridge Warehouse, Charlestown, Mass.

## BOSTON, MASS.

W. A. KELSO

Pres.

A. WALTER LARKIN

Treas. & Mgr.

C. F. COWLEY, Asst. Treas.

### J. L. KELSO COMPANY

Established 1894

General Merchandise Warehouses

UNION WHARF, BOSTON

Connecting all railroads via

Union Freight Railroad Co.

Member of Mass. W. A.

A.D.T. Service

Motor Truck Service

city. Improvements will be made and equipment installed for new branch plant.

Pecorella Mfg. Co., 64 Stanhope St., Brooklyn, N. Y., manufacturer of thermometers and other precision apparatus, has purchased 2-story and basement building on local site at 1755 Bushwick Ave., and will occupy for expansion.

Sears, Roebuck & Co., West Arthington Ave. and South Homan St., Chicago, Ill., mail order business, has leased a 6-story building on local site at 5080 Broadway, totaling 80,000 sq. ft., previously used for garage service, and will remodel and occupy for new storage and warehouse building.

E. I. duPont de Nemours & Co., Inc., duPont Bldg., Wilmington, Del., manufacturer of powder and explosives, chemicals, etc., will build new plant in Dakota County, Minn. (exact location withheld) for production for Government. It will consist of a large group of one-story buildings, with powerhouse and other facilities. Cost over \$5,000,000. Financing will be provided by Defense Plant Corp., Washington, D. C., a Federal agency.

Howard Foundry Co., 1400 North Kostner Ave., Chicago, Ill., has leased a one-story industrial building at 4918-26 West Bloomingdale Ave., and will occupy for new foundry, removing present plant to that location and increasing capacity.

Solar Mfg. Corp., 586 Avenue A, Bayonne, N. J., manufacturer of radio condensers and kindred equipment, has leased large space in industrial building at 567 Fifty-second St., West New York, N. J., and will occupy for expansion. Equipment and facilities will be provided for about 400 employees at new location.

### Boston Port Wharfrage Charges Canceled

Wharfrage and demurrage charges for ships unloading ballast at their piers have been canceled by the Boston & Maine, N. Y., N. H. & H. and the Boston & Albany. The railroad sub-committee of Mayor Tobin's port committee, engaged in making a survey of port conditions with a view to bringing about increased port activity, made the announcement on May 6. The sub-committee obtained cancellation of the charges after a conference with officials of the 3 railroads. The action indicated that other interests were prepared to follow labor's lead (the longshoremen's agreement to "work around the clock") in making concessions designed to bring Boston into competition with other North Atlantic ports. The charge for unloading ballast at railroad piers has been 27½ cents per ton.—Wellington.

Boston longshoremen, numbering 4,000, and ship operators have adopted a pact, effective for the duration of the war and for 30 days afterwards, to work around the clock to load and unload vessels leaving and entering the port. Under the terms of the pact, there will be no strikes or arbitrary suspension of work for the duration. The longshoremen have also agreed to handle cargoes coming under the heading of national defense by working around the clock whenever necessary.

As a result, authorities are confident that much of the lend-lease business recently lost to Boston will be returned.—Wellington.

### Kortkamp, St. Louis, Moves

The Kortkamp Bros. Moving and Storage Co., Inc., St. Louis, has moved into a newly-remodeled building at 4969 St. Louis Ave. The building, a 3-story brick structure, which was purchased, is fireproof and includes 14,000 sq. ft. of storage space.—Hoag.



**BOSTON, MASS.**

**MERCHANTS WAREHOUSE CO.**  
453 COMMERCIAL STREET CAP. 7760

Central Location. Private railroad siding, connected to all railroads.

Free and Bonded Storage.

A. W. A.

M. W. A.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

**BOSTON, MASS.**

**QUINCY MARKET COLD STORAGE AND WAREHOUSE COMPANY**

Incorporated 1881

178 Atlantic Ave., Boston, Mass.

**BOSTON, MASS.**

**WIGGIN TERMINALS, Inc.**

50 Terminal St.

Boston (29)

Mass.

**STORAGE**

B. & M. R.R.  
Mystic Wharf.  
Boston

N. Y., N. H. & H. R.R.  
E. Street Stores  
South Boston

**BOSTON, MASS.**

ESTABLISHED 1830

**D. S. WOODBERRY CO.**

P. O. BOX 57, NORTH POSTAL STATION, BOSTON

Largest Pool Car Distribution Specialists for New England

TRUCKING & STORAGE

BOSTON & MAINE R.R. SIDING

**LYNN, MASS.**

**LYNN STORAGE WAREHOUSE CO.**

154-156 Pleasant St.

The only Fireproof warehouses on the North Shore complete with every facility and private sidings for the storage and distribution of merchandise, automobiles and household goods. 100,000 sq. feet of space.

Distributors—Packers—Shippers—Movers

Member N.F.W.A.—Mass. F.W.A.



**NEW BEDFORD, MASS.**

**NEW BEDFORD STORAGE WAREHOUSE CO.**

MAIN OFFICE — 152 FRONT STREET

Large modern warehouses centrally located in wholesale district—specially constructed for storage, handling and distribution of general merchandise.

Storage and Industrial Space for Rent or Lease

Furniture, Storage, Packing and Shipping

Member of NFWA—AVL—American Chain of Whos.



**PITTSFIELD, MASS.**

**T. ROBERTS & SONS, INC.**

Local and Long Distance Furniture Moving

Fireproof Storage Warehouses

Household Goods Storage — Packing — Shipping

Merchandise Storage and Distribution

Pool Car Distribution

DIRECT R.R. SIDING

B. & A. R.R. OR ANY R.R.

**SPRINGFIELD, MASS.**

**ATLANTIC STATES WAREHOUSE AND COLD STORAGE CORPORATION**

385 LIBERTY ST.

General Merchandise and Household Goods Storage. Cold Storage for

Butter, Eggs, Poultry, Cheese, Meats and Citrus Fruits

B. & A. Sidings and N. Y., N. H. & H. R. R. and B. & M. R. R.

Daily Trucking Service to suburbs and towns within a radius of fifty miles.

Member of A.W.A.—M.W.A.

**SPRINGFIELD, MASS.**

E. G. Mooney, Pres. J. C. Roland, V-Pres.

**HARTFORD DESPATCH and WAREHOUSE CO., Inc.**

214 BIRNIE AVENUE, SPRINGFIELD, MASS.

U. S. Bonded Warehouses . . . Pool Car Distribution . . . Household and Merchandise facilities . . . Private Siding . . . Our fleet covers Connecticut and Massachusetts daily. Warehouses at Bridgeport and Hartford, Conn. Members: NFWA—AWA—ACW—AVL Agents

**SPRINGFIELD, MASS.**



**J. J. Sullivan The Mover, Inc.**

Fireproof Storage

Offices: 385 LIBERTY ST.

HOUSEHOLD GOODS STORAGE, Packing, Shipping, Pool Car Distribution of All Kinds Fleet of Motor Trucks

**BENTON HARBOR, MICH.**

**POOL CAR DISTRIBUTORS**

Serving all points in southwestern Michigan and northwestern Indiana. Shipments may be consigned via Michigan Central or Pere Marquette railroads to Benton Harbor as a distribution point. Interstate and Intrastate motor freight common carrier with I.C.C., Michigan, and Indiana certificates.

**MIDWEST TRANSIT LINES**

GENERAL OFFICE • 315 NINTH ST. • BENTON HARBOR, MICH.

**DETROIT, MICH.**



**Central Detroit Warehouse**

Located in the heart of the wholesale and jobbing district, within a half-mile of all freight terminals. Modern buildings, lowest insurance rate in city.

**Michigan Terminal Warehouse**

Wyoming and Brandt Avenues

Modern concrete buildings, fully sprinklered, serving the west side of Detroit and the city of Dearborn. Specializing in heavy and light package merchandise and liquid commodities in bulk. Connected directly with every railroad entering the city.

**Central Detroit Warehouse Co.**

Fort and Tenth Streets, Detroit, Mich.

**ATTENTION SHIPPERS**

FIRE INSURANCE  
IS ALMOST ALWAYS LESS  
IN A WAREHOUSE  
THAN IN THE FACTORY

DETROIT, MICH.

**DETROIT STORAGE CO.**

Established 54 Years

**STORAGE WAREHOUSES  
ALL OVER DETROIT**Local and Long Distance Removals  
Foreign and Domestic Shipping

Main Office

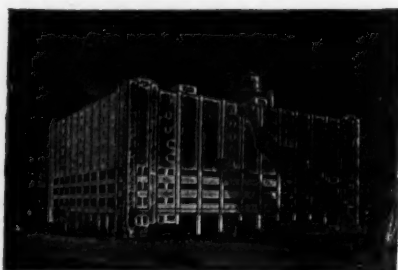
**2937 East Grand Boulevard**

Telephone Trinity 2-8222

**GRAND TRUNK WAREHOUSE  
& COLD STORAGE COMPANY**

DETROIT, MICH.

Ferry Ave., E. and Grand Trunk Railway

Local, regional and storage-in-transit  
service, offering every facility known  
to modern distribution.

New	Trunk Line
Ultra-Modern	Terminal
Plant	Complete Service

*Continent-wide Connections*

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**Henry & Schram Storage &  
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## Air Cargo

(Continued from page 19)

Since cargo carrying can be accomplished with less expenses and administrative overhead, a number of authorities in the industry feel that rates as low as 10 cents per ton-mile could be charged with the certainty of profitable operations when enough volume is obtained. Such a rate would be less than the present express rates for rail transportation. Obviously, since the needed volume must come largely from the traffic now carried by the railways, the present contracts between the airlines and the Railway Express Agency are one of the chief reasons why we have made no greater progress in air cargo transportation up to this time and why its development may be retarded even after the war.

All the airlines now have a contract with the Railway Express Agency and all cargo carrying on these lines is an exclusive monopoly, therefore, of the railroads. The major railroads of the United States own the Railway Express Agency. The exclusive contracts with the airlines provide substantially as follows:

(1) No express or freight forwarding or delivery company can handle aircraft freight for an airline except the Railway Express Agency. This gives the Railway Express Agency a clear monopoly of the pick-up and delivery service.

(2) No rate for aircraft freight carriage can be made by an airline that is less than twice that charged for carriage by the ordinary express method—the railways. This is clearly price fixing of the worst type, but actually the air express rates are from 5 to 7 times the railroad express rates.

The Railway Express Agency contract with the airlines was justified when entered into in 1935. This was a very lean time for the airlines and air cargo transportation had not assumed as much importance as it has since. In fact, there were several very good reasons why the airlines actually welcomed the proposal of the Railway Express Agency to enter into this contract:

(1) The airline operators were not convinced that air express or air freight (air cargo) possessed real possibilities of development.

(2) The air transport companies were not as accustomed to working together as they now are and there was enough dissension in their ranks to prevent a compromise on various controversial points.

(3) Some of the air transport companies had been giving the matter considerable thought, but all the plans suggested up to that time provided that the pick-up and delivery agency, whatever it might be, would receive a sufficient portion of the express revenue to guarantee it against loss even though the remainder was not enough to show a profit for the airlines for their portion of the work.

(4) All the plans suggested up to that time required a fairly substantial capital outlay on the part of the airlines.

Within the limits of its natural obligations to its owners, the railways, the Railway Express Agency has done about as well as could be expected. Certainly, it has provided a complete pick-up and delivery service. But the pick-up and delivery problem is very different today than from what it was when the Railway Express Agency contract was entered into. There are many local motor truck operators who would be more than willing to enter into arrangements with the airlines for pick-up and delivery service from the shipper to the airport or vice versa at a very low charge.

The whole matter of air cargo development would be less a matter of public interest were it not for the great importance of developing this phase of airline operation to the limit in the interest of winning the

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war. Procurement of cargo carrying aircraft would be difficult under present conditions unless we realize that development of air cargo is itself a very vital need. This is so for 2 reasons:

(1) Air cargo transportation would speed up the business of the country, particularly in aircraft and other war manufacturing industries where delivery of essential parts and supplies could be expedited.

(2) As a background to our war activities, we will desperately need more cargo carriers in the air and in larger units in order that we may be fully equipped for complete air operations.

There is also another good reason why a unified system of air cargo freight carriage should be encouraged without delay. After the end of the war thousands of efficient load-carrying planes, that are now equipped as bombers, will be available throughout the world for any private individual to buy and use. If we do not have an organized air cargo carrying system in operation, or at least the nucleus of one, there will be great danger that an uncontrolled development of air cargo carrying might lead into as bad a situation as the motor trucking industry found itself in 1935, and to a considerable extent finds itself today. We would have in the air the equivalent of the itinerant merchant, trucking freight around the country; and many "gypsy" operators claiming that they are not in the business for hire and that they carry only the goods which they have bought. Worse than this, the profit possibility of air cargo carrying will appeal to many small fixed-base and other aircraft operators who may or may not now hold certificates for the operation of airlines. Cut-throat competition will develop and the aircraft freight field will be ruined.

There is just one answer to the whole problem. The airlines should form their own air cargo agency for both freight and "express," just as the railways, back in 1929, formed the Railway Express Agency. Permit this airline cargo agency to obtain cargo carrying planes, to arrange for the present airlines to operate them. Such an agency, owned by the airlines will be in a position to give such a connected, completely independent service, but at the same time coordinated at such low rates, that Congress could justify, in the public interest, the passing of laws that would rule out the itinerant operator and cut-throat competition and still provide the shipping public with what it needs and should have.

**St. Louis Works  
on Storage Plan**

Although the Kansas City Plan for the allotment of 10 per cent warehouse space to the Government received the "immediate and hearty approval in so far as aiding the Government was concerned," by the members of the St. Louis Merchandise Warehousemen's Assn., there were certain details that had to be "ironed out," before the contract could be submitted to the Government, according to Wilbur Long of the S. N. Long Warehouse, vice-president of the group.

"We are trying to formulate a structure that will be acceptable to the Government," commented Long, "and at present a committee is working on the 'rates,' which we are attempting to set in a simplified form. The Kansas City contract, which has already been approved by the Government, has, in general, been approved by the St. Louis members of the association, but certain details have yet to be settled. We hope to have the rates settled and the contract completed shortly to submit to the Government."—Hoag.

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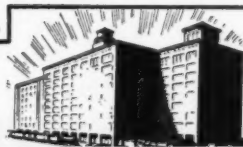
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## Letters to the Editor

(Continued from page 13)

conclusions drawn from what I believe are reliable statistics—lumber is a material of extraordinary utility and there is an immense amount of it uncut in the Southern republics.

"My conception is, to state it bluntly, that as a result of the huge transactions that may be loosely classified as 'lease-lend,' the lumber industry in the United States is going to inherit a lot of those Latin American trees not necessarily for export to the United States but for shipment to any country where those particular varieties of wood need to be imported.

"I think the experience of the first World War proves that the debts now assumed by Latin American (and other) nations cannot be paid by ordinary financial means of settlement. Probably some will never be paid at all but I believe some substantial percentage will be paid in goods and a part of that payment may be in lumber in lumbering concessions.

"Because our Government is not in the lumber business, if it should accept lumber as an offset to loans of goods or money it will have to convert it back to dollars by disposing of it through established marketing organizations. The lumber industry in the United States might therefore regard the Latin American forests as a deferred asset of great value in view of the era of rehabilitation that will follow the war.

"As I said, I am not a lumber expert and I may be all wrong because of technical factors that I know nothing about. Nevertheless, the matter of developing Latin American resources to the fullest extent is a responsibility that I believe will have to be accepted in their own interests by representatives of big business in the United States."

Mr. Nellis' Answer—I appreciate your frank expression of ideas in your letter of April 21. I would like, however, to comment briefly on several of your suggestions.

In addition to the difficulties in further development of tropical hardwoods in South America mentioned in my previous letter you mention 2 other important items. These are (1) shipment to any country where the particular varieties of wood need to be imported and (2) technical factors.

As to the former, I would point out that the pre-war international trade in lumber and timber was about 90 per cent softwood. The U. S. Tariff Commission in reporting on the forests of Latin America has stated:

"Approximately 90 per cent of the total forest area is in hardwoods, while the principal need is for softwoods which lend themselves readily to construction and industrial uses. Latin American softwood stands, constituting less than 10 per cent of the total forest area, are localized; Mexico, and Brazil produce the predominant share of the total output, although scattered production occurs in several other Latin American countries. In character, the lumber produced from Latin American softwoods is suitable chiefly for such purposes as boxes, crates, and packing cases, and for minor items of construction. Latin American countries depend almost entirely on outside sources, chiefly the United States and Canada, for the high-grade lumber and timber used in construction."

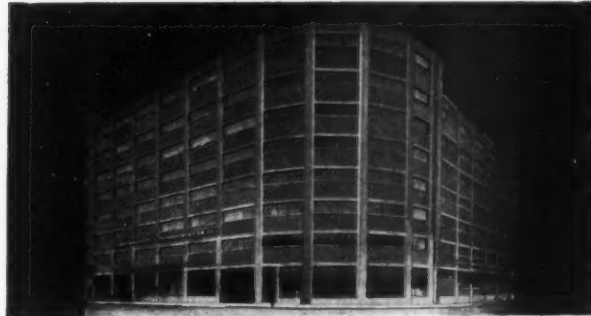
Latin American hardwoods, except in Chile and roughly the Northern half of Mexico, are probably nearly all tropical hardwoods in the reported 3,000 or 4,000 species.

So far as we know, all softwood producing countries that have hardwoods in quantity use some hardwoods in normal times for such construction uses as framing



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Pool Car Distribution—R. R. Siding D., L. & W. R. R.

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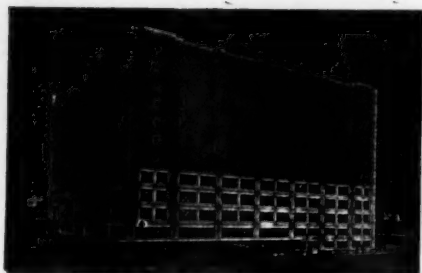
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FLEET OF MOTOR TRUCKS FOR DISTRIBUTION OF ALL KINDS  
POOL CAR DISTRIBUTION OF MERCHANDISE  
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Collections promptly remitted

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ABSOLUTELY FIREPROOF WAREHOUSES

GENERAL MERCHANDISE STORAGE

Specializing in Food Products

Offices: 390-392 Nostrand Avenue, Brooklyn, N. Y.  
10 Giant Floors. Modern Loading and Unloading Facilities.

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50,000 sq. ft. of space in the heart of the industrial section of Brooklyn.

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All concrete. Fireproof. Extremely low insurance rate.

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BROOKLYN, N. Y.

## BROOKLYN, N. Y.

**LEHIGH WAREHOUSE & TRANSPORTATION COMPANY, INC.**

Albert B. Drake, President Established 1919  
BROOKLYN WAREHOUSE — 184-198 Kent Avenue, Brooklyn, N. Y.  
250,000 square feet reinforced concrete and steel construction. Floor load 250 lbs.  
Sprinkler system A.D.T. Watchman. Insurance rate 7.2c. Private siding  
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40 cars. Motor truck platform capacity 20 trucks.  
SERVICE FEATURES—U. S. Customs Bonded. Pool car distributors. Motor  
Terminal and transport service; fleet of motor trucks serving metropolitan area  
daily—Licensed and bonded trucks maintained to transport liquors and imported  
merchandise. Dry storage and temperature controlled rooms. Dock facilities for  
lighters and barges. See Newark, New Jersey for additional facilities

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Fireproof Warehouses

491-501 Bergen St.

"First Moving Vans in America"

Modern Depository for the Storage of  
Household Goods

and sheathing. Both softwoods and hardwoods are used for flooring and finish. But considering all uses the total world demand has been at least 90 per cent softwood.

Post-war structural work in wood will doubtless continue to prefer the workability of softwoods as well as their weight-strength advantage. Wartime construction use of domestic hardwoods as in England and Australia will doubtless revert largely to softwoods after the war. In England at least various lumber interests are so planning.

As to technical considerations raised in your letter, many hundreds of the Latin American tropical woods await determination of possible uses, possibilities of satisfactory seasoning and working, and profitability of extraction from the usually much scattered locations.

Throughout the world's tropic zone many useful woods have been brought out. The U. S. has long used and appreciated various Latin American hardwoods which supply valuable material: balso, Spanish cedar, mahogany, lignum vitae, tanning woods, etc.

But the test of usefulness alone means nothing as in many parts of the Amazon Valley, further species found useful are so widely scattered that extraction may cost too much for competition with other woods or other materials.

We understand that these conditions have been responsible for only limited development in many Latin American areas containing numerous kinds of tropical hardwoods.

As to South American softwoods, South Africa and England have found some ship space and use for Brazilian pine during the war. Last year the Brazilian export of pine lumber (272,000 tons in 1945 mos.) was about 87 per cent to the River Plate countries under preferential tariffs, 10 per cent to England, 2 per cent to South Africa and 0.5 per cent to the United States.

### N. Y. State Warehousemen Plan Big Meeting, June 19-20

The New York State Warehousemen's Assn.'s annual meeting on June 19 and 20 at the Hanson Hotel, Oquaga Lake, Deposit, is looked upon as one of the most important ever held, particularly because of conditions. Reservations for the meeting are already heavy; late reservations can be secured from Stanley Kerr, 171 State St., Binghamton. The annual banquet and installation of officers will be held on June 20.

### Chelsea Warehouse, N. Y. Adds Larchmont Building

The Chelsea Fireproof Storage Warehouses, Inc., New York City and Mount Vernon, N. Y., has purchased the former Larchmont National Bank & Trust Co. building at Larchmont Avenue and Boston Post Road in Larchmont, Westchester County. The one-story building is to be used for the cold storage of furs, garments and silverware. Records, paintings, objects of art, antiques and other articles are also to be stored. The structure comprises about 20,000 sq. ft. of space.

### Veteran Administration Move of 1,000 to N. Y.

Approximately 1,000 employees of the Veterans' Administration, Washington, D. C., will be transferred in progressive moves to New York City, starting early in June. The Veterans' Administration ultimately will occupy 158,500 sq. ft. of office space at 346 Broadway under a lease which provides for occupancy of 71,000 sq. ft. in June and delivery of an additional 84,000 sq. feet in July.

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Refrigerated Rooms

Fireproof, Sprinklered, Watchman's Service

New York Central Siding 5 Cars—Loading Dock 18 Trucks

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INTERIOR WAREHOUSES

100% HEATED—SPRINKLERED

600,000 SQUARE FEET

100 CAR SIDINGS

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SENECA AND HAMBURG STREETS, BUFFALO, N. Y.

Served by Great Lakes Transit Corp. Steamers,  
N. Y. Barge Canal Lines and all R. R's.  
Capacity 50 cars daily. Pool car distribution.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

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50 Mississippi Street, Buffalo, N. Y.

POOL CAR DISTRIBUTION  
MERCHANDISE STORAGE  
PRIVATE SIDING

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Let us care for your needs in Buffalo

**LARKIN WAREHOUSE INC.**

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Specializes in handling pool cars.  
No cartage on railroad shipmentsLowest insurance  
ratesStores autos and  
general merchandise

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LOCATED IN NIAGARA FRONTIER FOOD TERMINAL

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WAREHOUSES**

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Household Furniture—Storage and Removals—  
Local, Long Distance—Special Storage and  
Handling of Electrical Appliances for Merchandising Purposes.Member  
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**GENERAL MERCHANDISE—COLD STORAGE  
WAREHOUSE**Cargo-Handling  
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Terminal  
96 Car Track  
Capacity  
1500 Feet Private  
DockFinancing—  
Distribution  
Auto Dealers  
Warehousing  
Service  
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Factory Space**TERMINALS & TRANSPORTATION  
CORPORATION**

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BUFFALO, N. Y.

BUFFALO, N. Y.

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Gen. Offices: 290 Larkin St.

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Established 1903

**Flushing Storage Warehouse Company**

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Fireproof Warehouses

Moving, Packing, Storing and Shipping of Household Goods and Office  
Equipment. 10 blocks from L. I. Railroad Corona Freight Station. Serving  
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For household goods, merchandise, Pool car distribution.

Storage for furs, clothing, etc.

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Packers and Shippers of Fine Furniture  
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Dunham & Reid Service surrounds the shipper at all times  
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## SERVING THE NEW YORK MARKET

There is no problem in Warehousing and Distribution  
which we cannot work out satisfactorily with the ship-  
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which enables this company alone to do certain things  
which cannot be done elsewhere.

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Industrial and Long Distance Moving  
Member of N.A.W.A.—N.Y.S.W.A.—U.N.Y.W.A.

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Specialists in factory removals—nationwide service. Machinery dismantled, moved  
and reerected. Machinery packed for export. Consultation invited.

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**LOUIS MAURO**

Bonded Truckmen and Forwarders

Phone WALKER 5-9233



AMERICAN WAREHOUSEMEN'S ASSOCIATION

**LACKAWANNA**

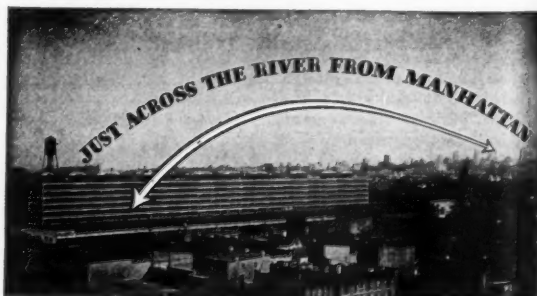
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space carrying a 6¢ insurance rate. Over 1000 ft.  
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elevators and a fleet of high speed electric trucks.

Sheltered D.L.&W. R.R. siding ac-  
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day distribution demands can only be  
met thru such ideal facilities as are  
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Storage, Distribution and Freight Forwarding  
from an Ultra-Modern Free and Bonded  
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## IDEALLY LOCATED

IN THE VERY CENTER OF NEW YORK CITY

Adjacent to All Piers, Jobbing Centers  
and The Holland and Lincoln Tunnels

Unusual facilities and unlimited experience in forward-  
ing and transportation. Motor truck service furnished  
when required, both local and long distance. Lehigh  
Valley R.R. siding—12 car capacity—in the building.  
Prompt handling—domestic or foreign shipments.

**MIDTOWN WAREHOUSE, INC.**

Starrett Lehigh Bldg.

601 West 26th St., N. Y. C.

Represented by Associated Warehouses, Inc.—New York City and Chicago

## Wood Gas for Fuel

(Continued from page 12)

Sweden hopes to start a production of shale oil this year, which may help to solve this problem. This production will probably to a large extent, or perhaps altogether, be used for the armed forces of Sweden.

Early in January of this year a new restriction of the Swedish motor traffic was passed. Trucks which formerly were allowed to extend their radius of operation 50 miles from their place of registration have had this cut down to only 27 miles. This restriction does not apply, however, to trucks transporting milk and cattle, which are allowed to go 68 miles. In the northernmost part of the country, where there is a shortage of other means of transportation, no restrictions are in effect.

In addition to the prevention of the motor traffic in Sweden, the conversion from gasoline to wood gas or charcoal gas as fuel has done much to help the situation on the Swedish labor front, which naturally was seriously affected by the severance of the country's trade westward.

Some statistical figures at a big exposition of new and improved wood gas and charcoal gas equipment in Stockholm recently pointed out that the production of every batch of 10,000 generator sets requires 50,000 days of work. In addition to the 10,000 drivers which are kept busy, a great number of persons are kept on the payroll of repairshops, service stations and garages.

Virtually a new industry has grown up, furnishing raw material for the wood gas or charcoal gas. It is estimated that for every 10,000 vehicles there is needed for one year about 3,000,000 bushels of charcoal or finely cut wood which requires 1,000,000 days of work for chopping and charring. For the distribution at least 13,000,000 special paper bags are needed and this keeps several pulp and paper mills busy. Multiplied with the actual number of vehicles in use at the present time, the size of the new task in store for the Swedish lumbermen may be realized. A new plant, one of the biggest in the country, for production of charcoal on the most modern principles which makes it possible to recover all by-products of value, has recently been erected in Lapland by the Swedish Co-operative Wholesale Society. It consumes about 100,000 cubic meters of birch-wood a year. In addition to charcoal it is calculated to obtain 1,800 tons of tar, 500 tons of raw-spirit and large quantities of acetic acid. From the latter product it will be possible to produce 500 tons of acetone.

Subsidiary companies in Sweden of the big American automobile manufacturers are fitting their cars with the Swedish generator sets, which are constructed for easy and inexpensive conversion to the use of gasoline, when this fuel again will be available.

One of the drawbacks of the wood gas and charcoal gas is the risk of carbon monoxide poisoning if the gas generating equipment is not handled properly. In spite of very strict regulations for the use of this equipment, a few fatal accidents have occurred so far, mostly when the cars have been put into the garage while the set still was producing gas. The authorities—a special generator gas bureau has been established—and motor organizations are devoting much time and effort to the spreading of information and instructions on this subject. Special blood investigation methods for the ascertaining of this kind of poisoning have been developed and so have reliable antidotes.

The Swedes, who produced the first wood gas generator in 1843, have been exporting the wood gas and charcoal gas generating equipment to foreign countries, including Brazil, Cuba, South Africa, India and China.

The rapid adaptation and perfection of the wood gas and charcoal gas as a substitute for gasoline in



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*Three million dollars  
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skilled experience  
stand ready to serve  
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is exclusive Manhattan agent for the famous

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of household goods, personal effects or office equipment in, from or to New York City, or anywhere in the United States or Canada, safely and expertly, is a special skill of LINCOLN and MAYFLOWER.

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Operating Warehouses for Storage of Perishable Food Products  
DISTRIBUTION FACILITIES—BONDED AND FREE

Brooklyn Warehouse Adjacent to Pier and Wharf Accommodations

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### NEW YORK DOCK CO.

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STORAGE—PIERS—WHARVES  
MANUFACTURING SPACE  
RAILROAD CONNECTIONS

Licensed by Cocoa, Cotton, Coffee and Sugar,  
Metal and Rubber Exchanges

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U. S. BONDED AND FREE WAREHOUSES  
ALSO TEA BOND

In the heart of the Canned and Bag Goods District  
of the Port of New York  
Two Fumigation Chambers

## NEW YORK, N. Y.



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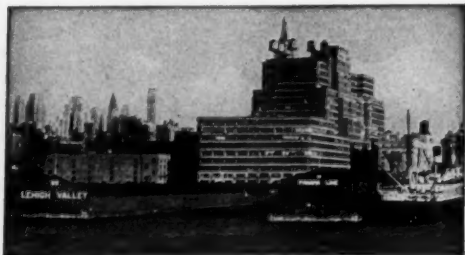
Serving Greater New York and All Points in  
Westchester County

MOVERS—PACKERS—SHIPPERS

General Offices: 1405-11 Jerome Ave.

Tel.: JERome 6-6000 Five Fireproof Warehouses  
3,000,000 Cubic Feet—Pool Car Distribution

## STARRETT-LEHIGH BUILDING



**Outstanding** as its dominance over New York's West Side midtown skyline, the STARRETT-LEHIGH BUILDING offers the manufacturer and distributor superior advantages:

- Lehigh Valley R. R. freight terminal on street level; elevators direct to rail yard platform
- Truck elevators to all floors, affording street floor facilities throughout
- Floor areas, 52,000 to 124,000 sq. ft. Smaller units may be leased
- High safety standards—low insurance rates
- Live steam for manufacturing purposes
- Fast passenger elevators; restaurant; barber shop

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### Starrett-Lehigh Building

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GENERAL OFFICES 541-545 W. 34th St.  
General Merchandise Storage and Distribution  
in the Center of the Metropolitan Area  
Fireproof Buildings—Low Insurance Rate—Immediately  
Adjacent to New York Central R. R.—Penn. R. R. —  
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Branches in Phila., Boston, Jersey City

### UNITED SECURITY ASSOC. WAREHOUSES, INC.

243 W. 60 St.—N. Y. C. Circle 7-3177

Specializing in:

### HOUSEHOLD GOODS

Storage • Distribution • Trucking • Packing  
Foreign Lift-Van Service

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### OSWEGO NETHERLAND CO., INC.

Established 1918

Fruits  
Vegetables  
Condensed Milk  
Almonds  
Eggs  
Beer  
Butter  
Frozen Foods

Modern up to the minute cooler and sharp freezer facilities with ventilation and humidity control. Temperature range —15 to 35° above. Storage-in-transit privileges.

All Fireproof buildings—Very Low Insurance Rates—10-car private siding—Free switching—U. S. Warehouse Act—Bonded. Member of N.Y.S.R.

H. B. LASKY, Treas. and Mgr.

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Storage Warehouse

Main St., East at Circle St.  
General Merchandise Storage • Distribution  
Household Goods Storage • Shipping  
Pool Cars Distributed and Reshipped  
Direct R. R. Siding N. Y. Central  
in the Center of Rochester

Sweden, is undoubtedly one of the most noteworthy developments which have taken place in the field of motoring for many years. The Swedes have here made a remarkable technical achievement in only about one year's time, as there were only about five thousand vehicles using this kind of fuel in September, 1940.

### Lard, as Refrigerating Medium on Ships Sent Abroad

Hitler and his prowling submarines are not going to stop the shipment of perishable foods to England and Russia by sinking refrigerator ships. America has an ace in the hole against such a possibility.

The "ace" is the ingenious American plan of making refrigerated foodstuffs refrigerate themselves and other foods as well when they are stowed away in unrefrigerated ships. The plan has worked successfully under several trials.

Lard purchased by the Agricultural Marketing Administration for Lend-Lease purposes has been used as the refrigerating medium. By lining the holds of ships with insulating material, packing large containers of lard chilled to a zero temperature or lower to form a refrigerated floor and walls around perishable foods, and then by placing a layer or two of frozen lard over the top and covering all with more insulation, the job has been done successfully and can be done again. The plan also saves space refrigerating machinery would occupy.—Manning.

### Reed Bill Would Raise Demurrage Charges

Senator Reed of Kansas, it is stated, will introduce a bill in Congress which is designed to discourage delays in unloading rail freight cars and to cut the free holding period before demurrage is charged.

Senator Reed would lower the free period to 36 hrs. from the 48 hrs. now allowed and would increase the demurrage charge to \$5 for the first day, \$10 for the 2nd and \$25 for each day thereafter. At present only \$2 a day is charged.

### Tire Ban on Hand Trucks

The Div. of Industry operations of the W.P.B. has ordered elimination of all but the most essential uses of rubber tires on hand trucks. The latter last year required more than 500,000 tires. Under Limitation Order L-111, effective May 7, manufacturers are prohibited from delivering rubber-tired hand trucks. It also prohibits any person from accepting delivery of such trucks or of rubber tires for replacement purposes, and any person from delivering rubber tires except on authorization to a hand truck manufacturer for use on such trucks. All other uses of rubber in the manufacture or assembly of these trucks are likewise prohibited.

Use of these tires is permitted when it is necessary to prevent explosion hazards and to avoid accidents in the handling of explosives, damage in transporting unbaked grinding wheels or green foundry cores, or damage to delicate instruments which are an integral part of the truck.

The order also provides that no person shall accept delivery of another hand truck to replace a rubber-tired truck on which the tires have worn out, "until he had made a diligent effort" to replace the wheels on the rubber-tired truck in his possession.

Application for authorization to accept delivery of such tires may be made by filing with the W.P.B. on Form PD-468, on or before the 10th of each calendar month, an estimate of requirements for the following calendar month. The restrictions will remain in effect until the O.P.A. adopts regulations governing their delivery under the tire rationing program.



## Schenectady, N. Y.


**Schenectady Storage and Trucking  
McCormack Highway  
Transportation**

Offices: 160 Erie Blvd.

 General Merchandise Storage and Distribution  
Pool Car Distribution Household Goods  
Storage and Moving Long Distance Trucking

## SYRACUSE, N. Y.

**GREAT NORTHERN WAREHOUSES, INC.**

• FIREPROOF •

MERCHANDISE STORAGE and DISTRIBUTION

2 PRIVATE RAIL SIDINGS

DAILY, STORE-DOOR, MOTOR FREIGHT SERVICE TO ALL NEW YORK STATE POINTS

Member: American Chain of Warehouses—MayWA

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**DISTRIBUTION  
MOTOR FREIGHT LINES  
PRIVATE RAIL SIDINGS**
**KING**
**STORAGE WAREHOUSE, INC.**  
SINCE 1897

**COMPLETE MERCHANDISE AND HOUSEHOLD GOODS STORAGE  
SERVICES**

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 Members:  
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**BROAD STREET WAREHOUSE, INC.**

 Complete Warehousing  
Service

 General Merchandise — Cold Storage  
Heated Storage

 Private Siding and Motor Freight Terminal  
Daily Trucking Service to all  
Points in New York State

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Utica, N. Y.

**MERCHANDISE STORAGE**

 Specializing in Cotton, Cotton Waste, Textiles, Alkalies,  
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kled throughout. Pool car distribution. Motor service.

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Office &amp; Warehouse: 107-121 Brookfield St.

Household Goods Moving, Storage, Packing, Shipping

Prompt service for any point in Westchester County

Member N.Y.F.W.A.—N.F.W.A.

## CHARLOTTE, N. C.

**AMERICAN STORAGE & WAREHOUSE CO.**  
CHARLOTTE, N. C.

OFFICE AND WAREHOUSE, 926 TUCKASEEGEE ROAD

 MERCHANDISE STORAGE ONLY. POOL CARS DISTRIBUTED.  
MOTOR TRUCK SERVICE LOCAL AND DISTANCE. PRIVATE  
RAILROAD SIDING. SPRINKLERED.

ESTABLISHED 1908

## CHARLOTTE, N. C.

**Carolina Transfer & Storage Co.**

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Bonded fireproof storage.

Household goods and merchandises.

Pool cars handled promptly. Motor Service.

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Mill Type Construction—Sprinklered Building

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1000 W. Palmer St.

Low Insurance Rate

**MERCHANDISE STORAGE — POOL CAR DISTRIBUTION**

Bonded—Member of A.W.A.—Motor Service

## DURHAM, N. C.


**DURHAM PUBLIC WAREHOUSES,  
INCORPORATED**

2002 East Pettigrew St., Durham, N. C.

 Merchandise & Household Goods Storage. Pool Car  
Distribution. Private Sidings. Reciprocal Switching.  
Sprinklered Buildings.

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## GREENSBORO, N. C.


**Champion Storage & Trucking Co., Inc.**

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Pool Cars—Trucking Service

Sprinkler System — Private Siding

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## RALEIGH, N. C.

**CAROLINA STORAGE & DISTRIBUTING COMPANY**
**MERCHANDISE STORAGE  
POOL CAR DISTRIBUTION**
**Private Siding**
**Motor Freight Line**

Members

A. W. A.

A. CHN. WHSES.

## WILMINGTON, N. C.

FIREPROOF WAREHOUSE

**FARRAR TRANSFER & STORAGE WAREHOUSE**

1121 South Front Street

Household Goods — Merchandise

Long Distance Moving — Pool Car Distribution

Private Siding, A. C. L. Railroad Co.

Members, N. F. W. A. — A. T. A.

## FARGO, N. D.


**Union Storage & Transfer Company**

FARGO, N. DAK.

**General Storage—Cold Storage—Household Goods**

Established 1906

 Three warehouse units, total area 161,500 sq. ft.; of this 39,330 sq. ft.  
devoted to cold storage. Two buildings sprinkler equipped. Low in-  
surance costs. Spot stocks. Pool car Distribution. Complete warehouse  
services. Fargo serves North Dakota and Northwestern Minnesota.

Offices 806-10 Northern Pacific Ave.

AWA-NFWA-MNWWA-ACW

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AWA—NFWA—MNWWA

 Local and Long Distance  
Hauling of Freight  
and Household Goods

**Kedney**
**WAREHOUSE CO.**

 General Storage—Moving Household Goods  
Pool Car Distribution—Motor Freight  
Terminal

**ATTENTION  
SHIPPERS**

 Freight can be saved in sub-  
stantial sums, if shipments are  
being made LCL from factory, or  
if a distant warehouse is used.

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FOR EXPERIENCED WAREHOUSING  
OR DISTRIBUTION SERVICE IN OHIO  
SELECT  
APPROVED MEMBERS  
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MEMBERSHIP LIST MAILED ON REQUEST  
**OHIO WAREHOUSEMEN'S ASSOCIATION**  
COLUMBUS OHIO

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STORAGE COMPANY**

70 Cherry St., Akron, Ohio  
Merchandise Storage.  
A.D.T. Alarm.  
Pool Car Distribution.  
Household Goods Storage.  
Low Insurance.  
Member of May.W.A.—O.W.A.



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FOURTH AND CHERRY, N.E.  
Merchandise, Household  
Goods, Cold Storage

Pool cars distributed. Private sidings.  
Free switching on all roads. Separate fire-  
proof warehouse for household goods.  
Member: A.C.W.—MAY.W.A.—A.W.A.—  
O.F.A.A.—O.W.A.



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90 YEARS OF WAREHOUSING

**Cincinnati Merchandise Warehouses, Inc.**  
7 W. Front St. Cincinnati, Ohio

Merchandise Storage—Pool Car Distribution  
P.R.R. & Sou. R.R. Sidings—Low Insurance Rates  
Air Conditioned Space—U. S. Customs Bonded



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9,000,000 Cubic Feet Strictly Fireproof

**Select the Warehouse Used by the Leaders!**GENERAL STORAGE—COLD STORAGE—POOL CAR  
DISTRIBUTION—LONG DISTANCE TRUCK TERMINALS

11 Car Switch in Building

Internal Revenue and General Bonded Storage  
Insurance Rate 14 1/2c per \$100 per annum**CINCINNATI TERMINAL WAREHOUSES, INC.**

49 CENTRAL AVE. HARRY FOSTER, General Manager CINCINNATI, O.

## CLEVELAND, OHIO

F. L. CONATY, Pres.

**CURTIS STORAGE & TRANSFER, INC.**

"STORE WITH CONFIDENCE"

Specializing in Merchandise Storage  
Pool Car Distribution—Bulk Tank Storage  
Operating Own Delivery Equipment  
Private Siding N.Y.C.R.R.

FRENCH &amp; WINTER STS.

CLEVELAND, OHIO

## CLEVELAND, OHIO

"An old organization with young ideas"

**THE GREELEY-GENERAL WAREHOUSE COMPANY**

located in the  
New York Central Freight Terminal

BROADWAY AND EAST 15TH STREET



## CLEVELAND, OHIO

Now there are  
**WATER, RAIL AND  
TRUCK FACILITIES**

**4 LEDERER  
TERMINALS**

Cleveland's Only Lakefront Public Warehouse with Direct  
Connecting R.R. Facilities Offices: FOOT OF E. 9th St.  
Member of O.W.A. A.D.T. Protection



Member NATIONAL FURNITURE WAREHOUSEMEN'S ASSN.  
Agent ALLIED VAN LINES, INC.

**DIRECT FROM FREIGHT CARS**

SHIPMENTS to Cleveland, consigned to  
The Lincoln Storage Company over any  
railroad entering the city, can be handled  
from freight car direct to our loading plat-  
form.

Carload shipments to our private siding,  
11201 Cedar Ave., on the N. Y. C. Belt  
Line, connecting with all R.Rs. entering  
Cleveland; L. C. L.-Penna. Euclid Ave. Sta.  
adjoining Euclid Ave. warehouse; other  
R.Rs. to Cleveland, Ohio.

**LINCOLN STORAGE**

W. R. Thomas, Pres.

5700 Euclid Ave.

CLEVELAND

11201 Cedar Ave.

## CLEVELAND, OHIO

TEL. CHERRY 4170

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1200 WEST NINTH STREET

Three Modern Fireproof Buildings—Two with Dock Facilities on  
Cleveland's Water Front

Most Economical Warehouse and Distribution Services

VIA WATER—RAIL—TRUCK ARE AVAILABLE THROUGH  
Cleveland's Largest Cold and General Merchandise Warehouse

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**THREE GENERATIONS  
OF EXPERIENCE**

... ensures unsurpassed ser-  
vice for your customers.



Exclusive Agent:  
Greater Cleveland  
for Aero-Mayflower  
Transit Company.

The **NEAL**  
STORAGE COMPANY  
CLEVELAND OHIO

## CLEVELAND, OHIO

**The OTIS TERMINAL WAREHOUSE**  
HAS THE FACILITIES  
TO MEET ALL OF YOUR NEEDS

Downtown location; Modern and fireproof; Low insurance rates

Enclosed docks and siding on Big 4 Railroad; Daily delivery service

Office and display space; Telephone accommodations; U. S. CUSTOM BONDED

General Offices 1340 West Ninth St.

## CLEVELAND, OHIO

**RAILWAY WAREHOUSES, Inc.**

in CLEVELAND, OHIO

For Facilities, Service and Security

Write for Details

Address 3540 Croton Ave., S. E., Cleveland, Ohio  
Represented by Allied Distribution, Inc.—New York & Chicago

Personnel

(Continued from page 21)

Charles Page, traffic manager of the Kinnear Mfg. Co., has become president of the Columbus (Ohio) Transportation Club, succeeding Albert Dankert. Fred Brownell is secretary.—Kline.

N. J. Beez, traffic manager of Jennison-Wright Co., has become president of the Toledo Transportation Club, succeeding H. E. Holverstott. Other officers are: 1st vice-president, C. W. Hoke, vice-president of Norwalk Truck Lines; 2nd vice-president, F. A. Rubaber, traffic manager of the Great Lakes Terminal Warehouse Co.—Kline.

Warren D. Lamport of Long Beach, Cal., is the new president of the California Assn. of Port Authorities. A. H. Abel is vice-president; Fred D. Parr is treasurer; and J. L. Kelly, secretary.—Gidlow.

L. S. Brooks, connected with the food industry in Washington and Oregon since 1919, has become Pacific Coast sales manager of the Amalgamated Sugar Co., succeeding J. F. Renell of Ogden, Utah, who has retired from the company to care for his own brokerage business.—Littelljohn.

Harry See has been appointed by Governor Culbert S. Olson, California, to serve on the State Board of Harbor Commissioners, replacing E. A. McMillan, who resigned in April to accept a post with the National Labor Mediation Board, Washington, D. C.

See was one of the Governor's original appointees, named along with board chairman Joseph F. Marias. He withdrew in favor of McMillan at that time. Later, See was acting as business representative of the Brotherhood of Railroad Trainmen. He declares he has accepted the position with the Board only for the duration of the war, after which he hopes to return to his old job. See has been secretary of the Democratic State Central Committee. He is at present a member of the State Council of Defense. See's post on the Harbor Board pays \$3000 a year. Harbor Commissioners' terms are at the pleasure of the Governor.—Gidlow.

A. A. Moran, general manager of Parr Terminal Moss Landing Co., has been appointed acting port manager for Redwood City, Cal., during the absence in Washington, D. C., of Leslie M. Rudy, who has accepted a position as consultant on traffic matters for the Office of Transportation. Rudy, who gets full credit for building up the Port of Redwood City to its present important position, is to advise the Army on transportation problems.

Moran, who remains as general manager of Parr Terminal Moss Landing Co., is well known in shipping and port circles. He was mentioned more than once for service with the U.S.M.C. He managed the shipping firm of Swayne & Hoyt during the first World War, operated vessels of his own later, is credited with setting up the trans-Pacific 'round-the-world services of the old Dollar S.S. Co., now American President Lines.

Redwood City Port, which has grown in tonnage from 698,279 tons in 1938 to 1,350,660 in 1941, and built up a substantial net profit where a sizeable deficit existed 2 yrs. ago, is being mentioned as a possible site for a new shipbuilding plant. Plans in this direction are rumored to be under discussion.—Gidlow.

A. T. Wood, of Cleveland, former vice-president of the Wilson Transit Co., has been appointed by O.D.T. full-time as assistant on Great Lakes Carriers. Mr. Wood, who has been serving part-time in this capacity since last January, will have offices in the Terminal Tower, Cleveland. He will work with carriers and shippers to obtain maximum efficiency in aiding the

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Established in 1882

**Columbus Terminal Warehouse Company**  
55-55 Terminal Way Columbus, Ohio



Modern warehouses and storage facilities.  
A.D.T. System. Private double track siding.  
Free switching from all railroads.



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**COLUMBUS WAREHOUSES, INC.**

A COMPLETE MERCHANDISE DISTRIBUTION WAREHOUSE

MOST CENTRAL WAREHOUSE—3 BLOCKS OF  
CENTER DOWNTOWN DISTRICT

POOL CAR DISTRIBUTION

PRIVATE SIDING AND SWITCH—N. Y. CENTRAL LINES

228 West Broad St., Columbus, Ohio



COLUMBUS, OHIO

Consign Your Household Goods Shipments to

**DAN EDWARDS at COLUMBUS**

Packing—Shipping—Storage—Local and Long Distance Moving—Steel  
and Concrete Warehouse—Private Siding



EDWARDS TRANSFER AND STORAGE CO.  
430 North High St., Columbus, Ohio



Member—National Furniture Warehousemen's Association  
Agent—Allied Van Lines, Inc.

COLUMBUS, OHIO

**THE MERCHANDISE WAREHOUSE CO.**

370 West Broad St.

Complete service for  
MERCHANDISE STORAGE AND DISTRIBUTION  
Private Siding NYC and Big Four

14 Car Capacity  
Pool Car Distribution A.D.T. Service  
Centrally Located Modern Facilities  
Members: A.C.W.—O.W.A.



COLUMBUS, OHIO

**The NEILSTON STORAGE CO.**

260 EAST NAGHTEN ST.

Modern warehouse for merchandise—Low  
Insurance—Central location in jobbing district—Private railroad siding—Pool cars  
distributed.



Member of O.W.A.

SPRINGFIELD, OHIO

MEMBER



**WAGNERS SERVICE, INC.**

Pennsylvania Railroad and Lowry Ave.

A warehouse service that embodies every  
modern facility for the storage and distribution  
of Household Goods and Merchandise—  
Motor Freight Service—Door to door delivery  
at Dayton, Springfield and Columbus daily.



Member of A. W. A.—O. W. A.

war effort. He has had both mining and transportation experience. He has been connected with Great Lakes industries since 1927 when he joined the Wilson organization. Since 1934, Mr. Wood has been president of the Lakes Carriers' Assn. from which post he has been granted a leave of absence.

Charles K. Nolting has been appointed safety director for the George F. Alger Co. and the Kirk Transportation Co., Detroit, in charge of the expanded safety activities of the companies. The companies plan to stress new methods of safety transportation combined with first aid instruction and awards to drivers maintaining accident-free records.

Nolting was associated with the Bruce Dodson Co., Kansas City, before coming to Detroit.—Reves.

Phil J. Dupuis has become general manager in Detroit



## TOLEDO, OHIO

## CAPACITY

800—CARS COLD  
400—CARS DRY

PRIVATE SIDINGS  
N.Y.C. AND  
B.&O. RR'S



## GREAT LAKES TERMINAL WAREHOUSE CO.

321-359 MORRIS ST. TOLEDO, OHIO  
COMPLETE WAREHOUSE FACILITIES

## TOLEDO, OHIO

**Merchants and Manufacturers Warehouse Co.**  
15-29 So. Ontario St.

Center of Jobbing District



Sprinklered Fireproof Building—100,000 Square Feet—Dry Storage—  
70,000 Cubic Feet Cold Storage—Private siding Nickel Plate Road  
—Free Switching—Merchandise Storage—Pool Car Distribution—  
Negotiable receipts—Transit Storage Privileges—Low Insurance  
Rates—City delivery system.

## TOLEDO, OHIO

## "QUICK SHIPPERS"

**TOLEDO TERMINAL WAREHOUSE, INC.**  
128-138 VANCE STREET, TOLEDO, OHIO

Merchandise storage . . . Pool car distribution . . .  
Fireproof . . . Private siding Nickel Plate Road  
Free switching . . . Negotiable receipts . . . Trans-  
it storage arrangements . . .  
Motor truck service . . . Lo-  
cated in Jobbing District . . .



MEMBERS: American Warehousemen's  
Association  
Ohio Warehousemen's Asso-  
ciation  
Toledo Chamber of Commerce



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## OKLAHOMA CITY, OKLA.

Established 1889

## O. K. TRANSFER &amp; STORAGE CO.



GENERAL WAREHOUSING AND DISTRIBUTION

## TULSA, OKLA.

**JOE HODGES FIREPROOF WAREHOUSE**  
Merchandise Storage—Pool Car Distribution

Located in Center of Tulsa Wholesale District

Member: A.W.A., N.F.W.A. and American Chain of Warehouses

**ATTENTION SHIPPERS**

Warehousing is better than  
consigned stocks because one  
stock will serve many jobbers, full  
control of merchandise is always had  
and no information is disclosed where  
it should not be.

of The Norwalk Truck Line Co. Dupuis has been associated with the transportation business since 1922 and was formerly with American Carloading Co., in Toledo, Detroit, and the Flint-Saginaw district of Michigan.

Ralph Rosemary has been appointed terminal manager of the company. Rosemary was formerly with Westinghouse and the Inter-State Motor Freight System.—Reves.

Harold Frasher, president, Valley Express Co. and Valley Motor Lines, Fresno, was re-elected president of The Trucking Industry, Inc., at the annual meeting of that body held in Los Angeles. H. B. Holt, Bekins Van & Storage Co., was re-elected vice-president; H. M. Lang, Lang Transportation Co., is secretary-treasurer; David G. Shearer remains executive vice-president; directors are J. P. Spaenower, A. D. Paxton, B. W. Belyea, Henry Bischoff, Wallace Downey, John Carroll, O. H. Scott.—Gidlow.

## Frank J. Burch

FRANK J. BURCH, 68, died in April at a Hermosa Beach, Cal. hospital, following an illness of 2 months. Mr. Burch was president of the Burch Warehouse & Transfer Co., Pueblo, Colo. He was born in Lake City, Ia., but spent much of his youth in St. Paul, Minn., and Denver. Fifty-one years ago he and his brother, Fred W., came to Pueblo and started a tent and awning business, which became one of the largest of its kind in the region. In 1925 the awning business was sold. While serving as president of the Pueblo Chamber of Commerce, Mr. Burch saw the need for a bonded warehouse in that city and in 1926 he and his son, Harold E., and his brother, Fred W., erected the warehouse, which has since expanded to become an important hub in a distribution system for Southern Colorado and nearby States. Mr. Burch devoted much time to boys' work and for many years has been active in leadership of Boy Scout development. He was a charter member of Southern Colorado Consistory No. 3 (Ancient and Accepted Scottish Rite). He was a member of Silver State Masonic Lodge No. 95, a Shriner and an Elk. Survivors include his wife, his brother, a daughter, son, and 4 grandchildren.

## Roy Lee Amick

ROY LEE AMICK, son of Arthur H., owner of the Amick Transfer & Storage Co., Denver, Colo., and a private in the Marine Corps, died May 2 at the Marine Corps Training Base in San Diego, Cal., of a cerebral hemorrhage. He was 48. Mr. Amick enlisted in the Marine Corps in Denver late in March after learning of his son's death Jan. 25 in a U. S. Navy submarine. Surviving besides his parents and his wife, are 2 daughters, and a brother, all of Denver.—Alexander.

## C. C. Miller

C. C. MILLER, president and founder of Miller Moving and Storage Co., San Francisco, died in March, after a long career in the moving and storage business. Mr. Miller was born in Switzerland in 1864 and came to the United States in 1882. He entered the moving business in 1896. Mr. Miller was a member of the National Furniture Warehousemen's Assn. until 1932, and a member of the Mayflower Warehousemen's Assn. from then on. R. W. Miller, his son, has been in the business in a managerial capacity for years, and is carrying on.—Gidlow.

## PORTLAND, ORE.

**Colonial Warehouse and Transfer Co.**

Operating Public and Custom Bonded Warehouses  
Licensed under the U. S. Warehouse Act  
Merchandise, Storage and Distribution  
Private Siding Free Switching Sprinklered  
1132 N. W. GLISAN STREET



## PORTLAND, ORE.

H. M. CLARK, Pres.

**HOLMAN TRANSFER COMPANY**  
**STORAGE DISTRIBUTION**

SINCE 1864

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A.W.A.—O.S.W.A.

## PORTLAND, ORE.

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MERCHANDISE, STORAGE &  
WAREHOUSING
**Northwestern Transfer Co.**  
*General Forwarding Agents*

SPECIAL ATTENTION GIVEN TO POOL CARS

Our private siding is served by all railroads

1504 N.W. Johnson St., Portland, Oregon

Estab. 1888



## PORTLAND, ORE.

**OREGON TRANSFER COMPANY**

Established 1868

1238 Northwest Glisan Street Portland, Oregon

U. S. BONDED and PUBLIC WAREHOUSES

Merchandise Storage and Distribution

Lowest Insurance Rates—Sprinkler Equipped

Member A. W. A.

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COVER THE NORTHWEST  
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U. S. Bonded—Concrete Building—A. D. T. Sprinkler System

Complete Facilities for Storage and Distribution  
of All CommoditiesFree Switching from All Railroads  
New York, 271 Madison Ave.Portland's Lowest Insurance Rates  
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## HARRISBURG, PA.

Inc. 1902

**HARRISBURG STORAGE CO.**

Fire Retardant &amp; Fireproof Warehouses

P.R.R. Sidings

Pool Car &amp; Delivery Service

Represented by

THE AMERICAN CHAIN OF WAREHOUSES, INC.



## HARRISBURG, PA.

**KEYSTONE WAREHOUSE**

GENERAL MERCHANDISE STORAGE

POOL CARS DISTRIBUTED

BRICK BUILDING—LOW INSURANCE

STORE DOOR DELIVERY ARRANGED FOR

PENNA. R. R. SIDING

OPERATED BY HARRISBURG WAREHOUSE CO.

## HAZLETON, PA.

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MERCHANDISE WAREHOUSE L.V.R.R. SIDING

Storage in Transit Pool Car Distribution

Packing — Shipping — Hauling

Fireproof Furniture Storage

Members: Mayflower W.A.—P.F.W.A.—P.W.A.

## LANCASTER, PA.

**LANCASTER STORAGE CO.**

LANCASTER, PA.

Merchandise Storage, Household Goods, Transferring,

Forwarding

Manufacturers' Distributors, Carload Distribution, Local

and Long Distance Moving

Member of May.W.A.

## PHILADELPHIA, PA.

Est. over 50 years.

Pool Car Distribution a Specialty

**FENTON STORAGE CO.**

Absolutely Fireproof

46th and Girard Ave.

Cable Address "Fence"

P. R.R. Siding

Storage, moving and distribution of household goods and merchandise

## PHILADELPHIA, PA.

Fidelity—20th Century Storage Warehouses



General Offices—1811 Market St.

Agent for Allied Van Lines, Inc.

Bus type vans for speedy delivery anywhere. We distribute  
pool cars of household goods. Prompt remittance.

Assoe. N. F. W. A., Can. S. &amp; T., P. F. W. A.

## PHILADELPHIA, PA.

Established 1865

**GALLAGHER'S WAREHOUSES**

708 South Delaware Avenue

Merchandise Storage

Direct Sidings—Penna. RR. and Reading RR.

Pool Car Distribution

Represented by Associated Warehouses, Inc.

New York Deliveries Chicago

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2,100,000 Square Feet

**MERCHANTS WAREHOUSE CO.**

10 Chestnut St.

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11 modern buildings in leading business sections. Served by  
all R.R.'s. Loading and unloading under cover. Storage-in-  
transit privileges. Goods of all kinds, bonded and free.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

## PHILADELPHIA, PA.

BUELL G. MILLER, President

**MILLER**

North Broad Storage Co.

BROAD &amp; LEHIGH &amp; BRANCHES

Member P.M.T.A., C.F.M.A. of Pa.

## Wilbur Chase

WILBUR CHASE, who retired 10 yrs. ago as traffic manager of Fleischman Yeast Co., New York, with which had been associated 31 yrs., died April 3 at his home in Chatham, N. J. A native of Montrose, N. Y., he had resided in Chatham 23 yrs. He was a Mason and a member of the Traffic Club of New York. He is survived by his wife and 2 sons.—Jones.

## John H. Gaszner

JOHN H. GASZNER, 65 general manager of Smith's Transfer and Storage Co., Washington, D. C., and one of the founders of Opportunity House, died May 15 after a long illness. Mr. Gaszner had been associated with the Smith warehouse for 25 yrs. He was a native of Chicago. A brother and 2 sisters survive.

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.



## 13 MODERN WAREHOUSES



—serving PHILADELPHIA AND VICINITY with Economy and Dispatch!

Strategically located throughout Philadelphia, they provide more than 68 acres of excellent storage space. Each building is equipped with every convenience, designed for the safe, prompt and economical handling of goods of every kind. All earn low insurance

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Served by both Pennsylvania Railroad and the Reading Company. Convenient to the big piers. Completely equipped pool car department is maintained.

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of Good Warehouses Located at  
Strategic Distribution Centers

### TERMINAL WAREHOUSE COMPANY

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Over a million square feet of storage space, bonded and free. Twenty-two modern buildings located in the various retail, wholesale and manufacturing sections of the city. Direct rail connections. Near piers and ferry-car wharves. Special services and economies. Low insurance rates. Our own motor transports speed up deliveries.

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#### PITTSBURGH, PA.

### W. J. Dillner TRANSFER & STORAGE CO.

STORAGE, PACKING, CRATING AND SHIPPING  
POOL CAR DISTRIBUTION  
LONG DISTANCE HAULING

2748 West Liberty Ave., Pittsburgh, Pa.  
Members of N.P.W.A.—A.T.A.—P.F.W.A.—P.M.T.A.  
Agent for Allied Van Lines, Inc.

#### PITTSBURGH, PA.

### DUQUESNE WAREHOUSE CO.

Office: Duquesne Way and Barbeau St.  
Merchandise Storage & Distribution  
Members A. W. A.

#### PITTSBURGH, PA.

Established 1911

### EXHIBITORS' SERVICE COMPANY

West Gen. Robinson & Scotland Street

Pool Car Distribution—Reconsigning, 24 Hour Service—  
Trackage 40 Cars—Daily Service area—20,000 Sq. Miles—104  
Company Owned Vehicles—Steel and Concrete Terminal  
Cooling Room Space for Perishables.

#### PITTSBURGH, PA.

### ED WERNER TRANSFER & STORAGE COMPANY

1917-19 Brownsville Road  
Pittsburgh, Penna.

Storage, Packing and Shipping

Member of National Furniture Warehousemen's Ass'n.  
Agent of Allied Van Lines, Inc.



## Waterways and Terminals

(Continued from page 24)

port of Los Angeles and the East Coast of South America.

The Commission's decision is reputedly prompted by appeals from West Coast shipping, industrial and commercial groups and organizations for correction of a condition which, since shortly after the outbreak of the war, has resulted in virtual cessation of shipping activity at Los Angeles and Long Beach Harbors, with a decline in traffic at both those ports to below 50 per cent their normal capacities.

The Commission has been furnished with data indicating that hundreds of railroad cars are being returned empty to the midwest after discharging their freight cargoes at Los Angeles and Long Beach piers, whereas they might, with resumption of shipping service, carry much needed imports from South America.

Rerouting of at last 3 cargo vessels into the Los Angeles-South American service has been requested by Southern California interests. Shippers in that area hope for establishment of a service which will place the ships on a 100-day round trip schedule and permit the resumption of trade between Brazil and Los Angeles.

Indicative of the decline in activity at California ports since the war began is the chamber's report that Los Angeles Harbor on May 1 was operating at 37 per cent normal capacity, Long Beach at 47 per cent, Oakland at 60 per cent and San Francisco 87 per cent.

—Herr.

## Priorities for Allocated Exports

If a company receives an order covered by an export license for materials to Latin America, it must make delivery on the date specified, regardless of the preference ratings held by other orders for such materials. This is the meaning of General Exports Order No. M-148.

W.B.P.'s Requirements Committee has prepared a "List of Critical Materials Subject to General Exports" which are deemed vital to the national economies of Latin-American countries. To each country a quota of these materials is allocated for every quarter. The total quota is divided among American producers of the materials or products involved and each producer is responsible, under the order, only to the extent of his portion of the total quota.

For example, a South American firm wants a quantity of wire from an exporter in New York. It must go to an "Essential Needs Agency" in its own country and obtain a certificate of necessity. This certificate is merely a check or draft which permits the importer to draw a specified amount of wire against the country's total allocation. The firm sends the certificate of necessity with its order to the New York exporter and the latter must then apply for an export license, using the certificate to obtain his license from the Board of Economic Warfare. The license, if granted, will bear a delivery date, and the exporter presents it to the producer with whom he places the order. The producer may refuse the order only if his portion of the total quota of that material has already been completely exhausted. If he still has a portion of his individual quota, he must accept the order to the extent of the remaining portion and must give the order preferential treatment to the degree that the order falls within his individual quota.

## Santos Service Denied

The War Shipping Administration in Washington has turned down the petition of San Francisco and other Pacific Coast business and shipping interests to

## PITTSBURGH, PA.

THOMAS WHITE, Owner and Manager

# 2 WAREHOUSES

17th AND PIKE STS.

13th AND PIKE STS.

QUARTER MILLION FEET OF SPACE

*In the Heart of  
Pittsburgh's  
Jobbing District*

STORAGE IN TRANSIT  
POOL CAR DISTRIBUTION  
COMPLETE TRUCKING FACILITIES  
PRR SIDINGS

Also operators of  
**WHITE MOTOR EXPRESS CO.**

Established 1918

# WHITE TERMINAL COMPANY

17th AND PIKE STS.

## SCRANTON, PA.

R. F. POST

## DRAYMAN & STORAGE WAREHOUSE

221 Vine St.

HOUSEHOLD STORAGE  
MERCHANDISE STORAGE  
LOCAL AND LONG DISTANCE MOVING  
PRIVATE SIDING, D. L. & W. R. R.

POOL CARS

PACKING

## SCRANTON, PA.

## THE QUACKENBUSH WAREHOUSE CO.

219 VINE STREET

MERCHANDISE AND HOUSEHOLD GOODS  
STORAGE POOL CAR DISTRIBUTION  
D. L. & W. and D. & H. Sidings

Represented by  
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PENN. 9-0946 1525 NEWBERRY AVE. MOH. 5331

## SHARON, PA.

## SHARON COAL & ICE CO.

230 W. Budd St., Sharon, Pa.

Cold Storage—Merchandise—Household Goods

2 Warehouses with private sidings on Erie & P. RR's  
Reciprocal switching. Loans on Stored Commodities.  
Cold Storage for furs—Cold storage lockers—Quick Freeze  
space.

## UNIONTOWN, PA.

H. D. RYAN—L. G. HOWARD, Proprietors

## KEYSTONE TRANSFER CO.

CORNER BEESON BLVD. & PENN. ST.

HOUSEHOLD GOODS PACKED, SHIPPED, STORED  
LONG DISTANCE MOVING

Private Siding B. & O. R.R.

## WILKES-BARRE, PA.

**WILKES-BARRE STORAGE CO.**

General Storage and Distribution  
 Prompt and Efficient Service  
 12 Car Track Located on Lehigh Valley RR. Switches  
 Storage-in-Transit and Pool Cars

19 New Bennett St.

Wilkes-Barre, Pa.

## WILLIAMSPORT, PA.

**WILLIAMSPORT STORAGE CO.**

FIREPROOF BUILDING—416 FRANKLIN STREET  
 P. R. R. SIDING  
 MERCHANDISE STORAGE AND DISTRIBUTION  
 HOUSEHOLD GOODS—DRAYAGE  
 IDEAL DISTRIBUTING POINT FOR CENTRAL PENNSYLVANIA

## PROVIDENCE, R. I.

**CADY MOVING & STORAGE CO.**

80-90 Dudley St.  
 FIREPROOF WAREHOUSE  
 Storage, Moving, Shipping  
 Fleet of Long Distance Moving Vans  
 Member National Furniture Warehousemen's Assn.  
 Agent for Allied Van Lines, Inc.

## PROVIDENCE, R. I.

**Terminal Warehouse Company of R. I., Inc.**

storage all kinds of General Merchandise, Pool Car  
 Distribution. Lowest Insurance.

Trackage facilities 50 cars. Dockage facilities on  
 deep water.

Shipping directions South Providence, R. I.

## CHARLESTON, S. C.

**Charleston Warehouse and Forwarding Corp.**

Merchandise Storage and  
 Distribution of Pool Cars

Modern Concrete Warehouse. 100,000 Square Feet of Storage Space.  
 Private Tracks Connecting with All Railroad and Steamship Lines.  
 Motor Truck Service.

Member of the American Chain of Warehouses, Inc.

## COLUMBIA, S. C.

Distribution Center of South Carolina

**CAROLINA BONDED STORAGE CO.**

Est. 1928

General merchandise and household goods  
 storage.

Pool Car Distribution. Private rail sidings.  
 Sprinkler equipped warehouse.

## GREENVILLE, S. C.

"The Heart of the Piedmont"

**TEXTILE WAREHOUSE CO.**

Est. 1928

511-13-15 Rhett St.

GENERAL MERCHANDISE—H.H.C. STORAGE

Pool Car Distribution—Motor Truck Service

Low Insurance Rate

Private Siding

One of the greatest wastes in business  
 today is the inability of many adver-  
 tisers to stick to adopted programs.

establish an all-ocean service between San Francisco and Santos via the Magellan Straits. Admiral Emory S. Land said there were no ships available for the proposed new run.

This decision is a disappointment to many shippers on the West Coast, who fear their freight rates on goods from South America will be much higher if they must bring merchandise overland from Gulf ports. Coffee men were especially anxious for the direct ocean run.—Gidlow.

### Pittsburgh Warehouses Face Complex Situation

Off-track warehouse space is available in Pittsburgh but trucks are needed to transfer goods between the railroad tracks and the available rentals; and this involves prohibitive trucking fees and use of shortage materials. That's the warehouse space situation in Pittsburgh in a nutshell.

As a result, the Pittsburgh warehouse group appears stymied, at least temporarily, in attempts to make available some additional space for storage, even via a pooling plan. The situation is decidedly complex.

Merchandise warehousemen report "every inch of warehouse space on-track filled up," with space remaining only off-track; so evidently there isn't any on-track space available for pooling.

Suggestion that warehouses use vacated automobile warehouse and display space in excellent condition (one concern has 80,000 sq. ft. available) brings out these facts: space is away from a railroad siding, and to short-haul from the tracks to the place of storage, trucks would be needed. Trucking fees, competition, and shortages including rubber prohibit this means of solution; also, storage space is so far from the tracks that building a spur track is too expensive.

Other factors: (1) Very little government goods are stored in Pittsburgh; (2) even food operators previously taken care of otherwise, now are using public warehouse space; (3) some clients have so extended themselves that they have borrowed to pay for their commitments.

Only logical way to handle the situation in Pittsburgh, said one authority, is to build warehouses "on-track."—Leffingwell.

### Priority Rule on Latin American Shipping

Exports useful to war effort or hemispheric defense get an "A" rating under a system of shipping priorities to cover the movement of goods to the other republics according to the importance of the products to the United States war effort and the maintenance of Latin American industrial economic and civilian life.

Under the plan each export license will bear a shipping priority rating, assigned entirely on the basis of the "use" of the goods. Rating "A" will be assigned to licenses authorizing the exportation of articles and materials contributing directly to the war program of this country, or to hemispheric military defense. Rating "B" will cover articles and materials essential to the maintenance of industrial, economic and civilian life of the country of destination. Rating "C" will be assigned to licenses for commodities deemed important to the industrial and civilian life of the country of destination, but for which there is no immediate urgency. Rating "D" will cover non-essential articles and commodities, which, while desirable, appear unnecessary in war time, and for which there are substitutes, or without which the economic and civilian life of the country of destination would not be seriously harmed. Rating (AA) applies to cases which are considered of the utmost importance and urgency.

## KNOXVILLE, TENN.

**FIREPROOF STORAGE & VAN COMPANY, Inc.**

201-211 Randolph St., Knoxville, Tennessee  
 135,000 square feet on Southern Railway tracks.  
 Equipped with Automatic Sprinkler.  
 Insurance at 15c. per \$100.00 Household goods shipments  
 per annum. solicited. Prompt remittance made.  
 Pool Cars distributed.  
 MEMBERS American Warehousemen's Ass'n  
 PROMPT AND EFFICIENT SERVICE

## MEMPHIS, TENN.

S. S. DENT, Owner

**General Warehouse Co.**

421 So. Main St.

"Good housekeeping, accurate records,  
 Personal Service"  
 Located in the center of the Jobbing &  
 Wholesale District

Sprinklered Low Insurance  
 Private R. R. siding Perfect service



## BEAUMONT, TEXAS

**TEXAS STORAGE COMPANY**

656 Neches St.

Beaumont, Texas



Merchandise and Household Goods  
 Warehouse, Concrete Construction  
 30,000 Sq. Ft. Distribution of Pool Cars  
 Transfer Household Goods

Agent for A.V.L. Member of N.F.W.A.—S.W.A.T.A.

## CORPUS CHRISTI, TEXAS

**CORPUS CHRISTI WAREHOUSE AND STORAGE COMPANY**Located AT PORT SITE  
 adjacent to docks NAVIGATION DISTRICT NO. 1

Storage

Distribution

Drayage

MERCHANDISE EXCLUSIVELY

94,400  
 Sq. Ft.  
 Sprinklered

Represented by  
 ALLIED DISTRIBUTION INC.  
 NEW YORK 11 WEST 42ND ST. PENN. 6-0967 CHICAGO 1525 NEWBERRY AVE. MON. 5531

Low  
 Insurance  
 Rates

Member: Southwest Warehouse and Transfermen's Ass'n

## CORPUS CHRISTI, TEXAS

**Robinson Warehouse & Storage Co.**

General Offices: 1500 N. Broadway, Corpus Christi

Specialists in

General Merchandise Storage—Pool Car Distribution

Public Bonded Warehouses at Alice, Corpus Christi, Harlingen and Victoria . . .  
 Daily and overnight common carrier Motor Freight Service to Houston, San  
 Antonio, Austin, Laredo and Rio Grande Valley, serving all intermediate points.  
 Expert Handling: Inquiries Invited.

## MEMPHIS, TENN.

Benton T. Grills, Sec'y. &amp; Mgr.

**NICKEY WAREHOUSES, INC.**

"Memphis Most Modern Warehouses"

285-305 West Trigg Ave.

Merchandise Storage &amp; Pool Car Distribution

Local Delivery Service

A.D.T. Burglar and Sprinkler Supervisory Service. Illinois Central, Frisco & Mo.  
 Pac. Private rail siding 9 car spot.

## MEMPHIS, TENN.

W. H. DEARING, General Manager

**John H. Poston Storage Warehouses**

ESTABLISHED 1894

671 to 679 South Main St.

Insurance Rate \$1.25 per \$1,000 per Annum

Distribution a Specialty.

Merchandise storage, dependable service, free switching. Local cartage delivery,  
 Illinois Central and Cotton Belt Railway tracks. Automatic sprinkler, A.D.T. watchmen.

## MEMPHIS, TENN.

H. K. HOUSTON, Pres. P. D. HOUSTON, V.P.

**UNITED WAREHOUSE & TERMINAL CORP.**

Warehouse No. 1

Warehouse No. 2

137 E. Calhoun Ave.

138-40 St. Paul Ave.

Memphis, Tennessee

Storage (Mdse.)—Pool Car Distribution—Local delivery service—Office Space.  
 In the heart of the wholesale district and convenient to Rail, Truck and express  
 terminals. Eight car railroad siding—(N.C.&ST.L. and L.&N.)—Reciprocal switch-  
 ing. Represented by Distribution Service, Inc. Member of A.W.A. and M.W.A.

## NASHVILLE, TENN.

124 FIRST AVE. N.

**BOND, CHADWELL CO.**

MERCHANDISE  
 WAREHOUSE.  
 RAIL, TRUCK  
 AND RIVER  
 TERMINAL.



## NASHVILLE, TENN.

521 Eighth Ave., So.

**Central Van & Storage Co.**

MERCANTILE AND HOUSEHOLD STORAGE

WAREHOUSE STOCK and POOL CAR DISTRIBUTION

Automatic Sprinkler System—Centrally Located

## NASHVILLE, TENN.

ESTABLISHED 1886

**THE PRICE-BASS CO.**

194-204 Hermitage Ave.

MERCHANDISE STORAGE

Automatic Sprinklered—Spot Stock and Pool Car Distri-  
 bution—Private Siding

## DALLAS, TEXAS

In Dallas It's Binyon-O'Keefe

MERCHANDISE STORAGE—POOL CAR DISTRIBUTION  
 Our modern Centrally located fireproof warehouse is completely equipped to serve  
 you with over 75,000 square feet of merchandise & household goods storage space.  
 MOVING—STORAGE—PACKING—SHIPPING

Since  
1875

**BINYON-O'KEEFE**  
 Fireproof Storage Co.  
 Dallas

Since  
1875

Associated with Distribution Service, Inc.

## DALLAS, TEXAS

ESTABLISHED 1875

**DALLAS TRANSFER AND TERMINAL WAREHOUSE CO.**

Second Unit Santa Fe  
 Building, Dallas, Texas

Modern Fireproof  
 Construction—  
 Office, Display,  
 Manufacturers,  
 and  
 Warehouse Space



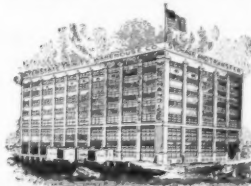
Operators of the  
 Lone Star Package Car  
 Company (Dallas and Fort  
 Worth Divisions)  
 H. & N. T. Motor Freight Line  
 Agents for Allied Van Lines, Inc.  
 A.W.A., N.F.W.A., American Chain  
 of Warehouses  
 MEMBERS Southwest Warehouse & Trans-  
 fermen's Assn. Rotary Club



## DALLAS, TEXAS

**INTERSTATE-TRINITY WAREHOUSE COMPANY**

301 North Market St., Dallas



Merchandise Storage and  
 Distribution  
 Household Goods Storage,  
 Moving & Packing  
 Long Distance Hauling

R. E. ABERNATHY, Pres.  
 J. H. CHILES, Vice-Pres.

Represented by  
 NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
 11 WEST 42ND ST. PENN. 6-0967 1525 NEWBERRY AVE. MON. 5531



## DALLAS, TEXAS

**SPECIALIZING**

**MERCHANDISE STORAGE  
POOL-CAR DISTRIBUTION**

SERVING THE GREAT  
SOUTHWEST AREA  
EVERY ACCOUNT IS  
PERSONALLY SUPERVISED  
BY THE MANAGEMENT

**KOON-McNATT STORAGE & TRANSFER CO.**  
911 MARION ST.

CONTRACT OPERATORS FOR ALL RAIL  
LINES AND UNIVERSAL CARLOADING &  
DISTRIBUTING COMPANY

Over 10,000,000 Pounds of Freight Handled Monthly  
for Dallas Shippers

## DALLAS, TEXAS

**Merchants Cold Storage of Dallas**

**Bonded**

470,000 Cu. Ft. Cold Storage Space  
Pool Car Distribution

1301-7 Broom St. P. O. Box 5088

## DALLAS, TEXAS

*A Complete Merchandise Warehouse Service*

**MORGAN WAREHOUSE, INC.**

Houston Street at McKinney Avenue

**Merchandise Storage—Warehouse Space For Rent**

The business address of a number of the largest manufacturers in the world. A splendid modern plant. A strategic distribution center. A highly specialized organization placing at your command the finest SERVICE that skill and willingness can offer.

## EL PASO, TEXAS

*"Bankers of Merchandise"  
"Service With Security"*

**International Warehouse Co., Inc.**

1601 Magoffin Ave. El Paso, Texas



**Lowest Content Insurance Rate**  
Fireproof Storage of Household Goods, Autos  
& Merchandise. State and Customs Bonded.  
Private Trackage—T. & P. and So. Pac. Rys.  
Pool Car Distribution—Motor Truck Service.  
Incorporated in 1920  
Members—NFWA—SWTA—Agent for Allied  
Van Lines, Inc.

## FORT WORTH, TEXAS

*In Fort Worth It's Binyon-O'Keefe*

**MERCHANDISE STORAGE—POOL CAR DISTRIBUTION**  
Our modern Centrally located fireproof warehouse is completely equipped to serve  
you with over 90,000 square feet of merchandise & household goods storage space.  
**MOVING—STORAGE—PACKING—SHIPPING**



Since  
1875

**BINYON-O'KEEFE**  
Fireproof Storage Co.

Fort Worth  
Associated with Distribution Service, Inc.

Since  
1875



## FORT WORTH, TEXAS

**A Complete Merchandise Warehouse Service**

**MERCHANDISE STORAGE — COLD STORAGE — POOL  
CAR DISTRIBUTION — FRISCO R.R. SIDING  
MODERN — FIREPROOF WAREHOUSE**

**JOHNSON STORAGE & DISTRIBUTING CO., INC.**

AND

**JOHNSON MOTOR LINE**

801 W. VICKERY BLVD.

FT. WORTH, TEXAS

## FORT WORTH, TEXAS

*Agents—ALLIED VAN LINES, INC.*

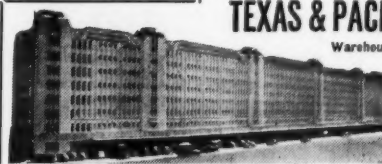
**Storage, Cartage, Pool Car Distribution**

**O. K. Warehouse Co., Inc.**

255 W. 15th St., Fort Worth, Tex.



## FORT WORTH, TEX.

**TEXAS & PACIFIC TERMINAL WAREHOUSE CO.**

Warehouses—DALLAS—FT. WORTH

Merchandise Storage  
Pool Car Distribution  
Office, Display and Warehouse Space  
Branch Office Facilities  
Ample room for Automobiles and Truck parking  
LOW INSURANCE RATES

## HOUSTON, TEXAS

**BINYON-STRICKLAND**

**WAREHOUSES, INC.**

Merchandise Storage — Pool Car Distribution  
Centrally Located — Lowest Insurance Rate  
Private Siding Southern Pacific Ry. Co.

Goliad & Morin Sts.

Houston

## HOUSTON, TEXAS

**FEDERAL WAREHOUSE COMPANY**

1200 National Street

Houston, Texas

Sprinklered Warehouses, 30 Car Spot  
One Floor—therefore reasonable handling  
and storage rates

## HOUSTON, TEXAS

**Better Warehousing in HOUSTON**

We operate a modern low insurance rate warehouse in the center of the wholesale  
jobber, rail and truck terminal district. Most conveniently located for interior  
jobbers' trucks; well trained personnel; cooler space.

**HOUSTON CENTRAL WAREHOUSE CO.**  
Commerce and San Jacinto Houston, Texas

Represented by  
NEW YORK BILLYE DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. NEW YORK 18, N.Y. 1215 NEWBERRY AVE. CHICAGO 10, ILL.

## HOUSTON, TEXAS

**Houston Terminal Warehouse & Cold Storage Company**

General Storage Cold Storage U. S. Custom Bonded  
A. D. T. Service Pool Car Distribution  
Office Space Display Space Parking Space  
Lowest Insurance Rate

New York Representative  
Phone Plaza 3-1235

Chicago Representative  
Phone Harrison 1496

## HOUSTON, TEXAS

**PATRICK TRANSFER & STORAGE CO.**

**Merchandise and Household Goods Storage**

**Pool Car Distribution**

Sprinklered—A.D.T. Watchmen  
Shipside and Uptown Warehouses  
Operators—Houston Division  
Lone Star Package Car Co.

1117 Vine St. Agents for Allied Van Lines, Inc.

Members N.F.W.A.  
State and Local Assn.

## HOUSTON, TEXAS

*In the Heart of the Business District, Use*

**QUICK SERVICE WAREHOUSE & COLD STORAGE, INC.**

102 SAN JACINTO STREET AND 2410 COMMERCE STREET

Fireproof Construction — 8 & 9¢ Insurance \*Rate  
Merchandise Storage — Cold Storage & Cooler Vaults  
U. S. Custom Bonded Pool Car Distribution Packing Rooms  
MOP SIDINGS

## HOUSTON, TEXAS

**MERCHANDISE DISTRIBUTION**

**COMMERCIAL STORAGE—  
OFFICE SPACE — PARKING SPACE**

**T. P. C. STORAGE & TRANSFER CO., INC.**

2301 Commerce Ave.

### Transit Storage Application Approved

The Transcontinental Freight Bureau has approved CFB application No. 24,552, made by and sponsored by C. Pascarella, general traffic manager of F. H. Eggett & Co., New York. The proposal was made to relieve pressure on warehouse facilities at seaboard points less vulnerable to enemy attack. The proposal as filed provided for the storage in-transit on canned goods Eastbound from the Pacific Coast.

The grocery interests, retailers and wholesalers have been working on this problem for many years, and are elated over the benefits from the change. The Government is taking over space at the warehouses of the various canneries on the Pacific Coast and this will give them room to put in stocks of canned goods for the Army and Navy requirements. It will also help to relieve the Fall and Winter congestion of this commodity, the movement of which is usually concentrated then. This will spread the traffic over the Summer months when the movement of shipping is the lightest of the year. Rules and regulations changes will be ready by mid-June.

### Murals Tell the Story at Harborside Whse.

Harborside Warehouse Co., of which R. B. M. Burke, executive vice-president, is the head has completed new and enlarged murals for the walls of the New York sales and executive offices, Western Union Bldg., 66 Hudson Street.

The murals enlarged from aerial photographs of the metropolitan area, and direct and angular photos of the Harborside plant in Jersey City, strikingly depict the size of Greater New York and the relationship of the warehouse with reference to that area from the distribution point of view.

The prospective customer is able at a glance to visualize the tremendous needs of the metropolitan area and at the same time, to see the general accessibility of the terminal to water, rail and truck transportation facilities.

In the Harborside Warehouse covering several city blocks at the foot of Steuben Street, Jersey City, 7,000 people are employed by the warehouse and the various manufacturing concerns which use the terminal facilities for branch, sales and shipping purposes.

Cafeterias, dining rooms, grills, stationery and barber shops, ladies and gentlemen apparel stores, and even home furnishings are to be found in the shopping center of the Jersey City plant.

### Michigan Plans for Govt. Storage Needs

Plans are now being formulated by the Michigan Warehousemen's Assn., under the direction of President Evans, for providing storage facilities for Government purposes in accordance with a recent suggestion made by Government representatives that such space was needed in that territory.—Reves.

### Bag Shortage Serious

Since the Army and Navy are taking two-thirds of the available supply of burlap, California warehousemen, grain growers, millers and rail men are confronted with a bad problem in a bag shortage for transportation and storage of half a dozen major crops. One bag manufacturer stated that 10 million more bags than are likely to be available will be required this year. One W.P.B. official stated that not more than one-half of last year's supply would be available for industry this year.

Failing a sufficient supply of bags, the California

### HOUSTON, TEXAS

W. E. FAIN, Owner and Manager  
Established 1901

### TEXAS WAREHOUSE COMPANY

Forty Years  
Under Same Continuous Management

### MERCHANDISE EXCLUSIVELY

Pool Car Distribution Sprinklered Throughout  
A.D.T. Supervised Service

### HOUSTON, TEXAS

Agent for Allied Van Lines, Inc.

### UNION Transfer & Storage Co.

1113 Vine St. P.O. Box 305  
Forwarding and Distributing

### MERCHANDISE STORAGE

Warehouses Sprinklered Throughout.  
Supervised by A.D.T. Service.

SERVICE THAT COUNTS

### HOUSTON, TEXAS

### UNIVERSAL TERMINAL WAREHOUSE CO.

Merchandise Storage — Pool Car Distribution

Sprinklered—A.D.T. Watchmen

— U. S. Customs Bonded —

— Office Space —

New York Representatives: CHICAGO REPRESENTATIVES:  
DISTRIBUTION SERVICE, INC. DISTRIBUTION SERVICE, INC.  
2 Broadway 219 E. North Water St.  
Members A.W.A. and State and Local Associations.

### HOUSTON, TEXAS

BENJ. S. HURWITZ, Pres.

### WESTHEIMER

### Transfer and Storage Co., Inc.

OVER 50 YEARS IN HOUSTON

Fireproof Warehouses

Merchandise & Household Goods Storage—Pool Car Distribution—  
Lift Van Service—20 car lengths of truckage.  
Agents for Allied Van Lines, Inc. Members N. F. W. A. State and Local Assn.

### SAN ANTONIO, TEXAS

### MERCHANTS

Merchandise

Household Goods

### TRANSFER & STORAGE CO.

Complete Storage and Distribution Service

over 50 years of satisfactory service

Member of A.W.A.—N.F.W.A.—S.W.A.

### SAN ANTONIO, TEXAS

### Muegge-Jenull Warehouse Co.

BONDED

FIREPROOF

POOL CAR DISTRIBUTORS  
STORAGE AND DRAYAGE

Dependable Service Since 1913

### SAN ANTONIO, TEXAS

Agent for Allied Van Lines, Inc.

### Scobey Fireproof Storage Co.

HOUSEHOLD - MERCHANDISE - COLD STORAGE -  
CARTAGE.

DISTRIBUTION

INSURANCE RATE --- 10c  
Members of 4 Leading Associations

### SAN ANTONIO, TEXAS

MEMBER



### SOUTHERN TRANSFER & STORAGE CO.

Specialists in Merchandise Distribution

### FIREPROOF BONDED STORAGE

Represented by  
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PHEN. 6-0066 1525 NEWBERRY AVE. MON. 33H

## TYLER, TEXAS

## Tyler Warehouse and Storage Company

Bonded under the Laws of Texas

General Storage and Distribution from the Center of East Texas. Specializing in Pool Cars Merchandise.

## OGDEN, UTAH

MEMBER OF A.W.A.

## WESTERN GATEWAY STORAGE CO.

GENERAL WAREHOUSING  
POOL CAR DISTRIBUTION  
MERCHANDISE AND COLD STORAGE

## SALT LAKE CITY, UTAH

## CENTRAL WAREHOUSE

Fireproof Sprinklered

Insurance rate 18c. Merchandise Storage. Pool Car Distribution.

Office Facilities.

Member A. W. A.

## SALT LAKE CITY, UTAH

## Merchandise Storage and Distribution

Over 1,000,000 cubic feet reinforced Concrete Sprinklered Space  
Insurance Rate 11 Cents

## CORNWALL WAREHOUSE CO.

Salt Lake City, Utah

Represented by  
DISTRIBUTION SERVICE, INC.  
New York—Chicago—San Francisco

## SALT LAKE CITY, UTAH

Storage—Pool Car Distribution

## KEYSER MOVING AND STORAGE CO.

Est. 328 West 2nd South 1910

72,000 sq. ft. space. Reinforced concrete and brick. Dignified, accessible, and central location. U.P. spur with free switching from 10 to other lines. P-U&amp;D service rail or truck. Systematic delivery service twice daily. 90% Co-ins. rate 19¢ per \$100.00. A.D.T. automatic burglar and fire protection. Office and desk space available.

Member AWA—UWL—UWA—AWI

## SALT LAKE CITY, UTAH

"This is the Place"

FOR BETTER SERVICE  
SECURITY STORAGE & COMMISSION CO.

230 S. 4TH WEST STREET

Over 35 Years' Experience

Merchandise Warehousing - Distribution  
Sprinklered Building - Complete Facilities  
Lowest Insurance Cost - A.D.T. Watchman Service  
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warehouse industry is faced with expensive conversion to bulk storage, while trucking operators, if bulk handling is required, may have to rustle up entirely different equipment to what it has used in the past to move crops from the ranches to destination.

While the jute bag shortage is a national problem, it is infinitely more acute in California, and to some extent in the Northwest, because practically all facilities are for bag, not bulk, movement and storage. Conversion to equipment for bulk handling will be slowed up due to priorities on materials.

Ordinarily, California agricultural products require about 53,000,000 bags to move and store the annual crops. There are available, according to H. G. Freas, examiner with the California Railroad Commission, only 73,000 tons of bulk facilities. The difficulty is that it has been impossible to determine the extent of the problem. "We know," said Freas, "that we have to provide, not for the 2 figures given above, but for the difference between them after we know what bags will be available." This last factor is the unknown quantity.

Until recently, the West Coast warehouse and farming interests were relying on supplies of jute bags said to be on their way from Calcutta. Whether these will arrive or not may be a military secret. At any rate, no one knows at present.

One suggestion being considered is that heavy paper bags, of the kind used for cement, might be suitable for some crops. One warehouse executive pointed out that sugar interests could—and probably would—use more paper and cotton bags.

Some warehouse operators are canvassing the 2nd hand bag market. None of the warehousemen that deal in sugar, paddy rice and beans, as well as a certain amount of grain, have as yet made plans for conversion to bulk handling. The needed financial outlay has had a bearing on this.—Gidlow.

## Montreal C. S. Record

Montreal Refrigerating and Storage, Ltd., Montreal, Que., in 1941 handled the heaviest tonnage for any year since 1927. Gross revenue in 1941 was about 24 per cent greater than 1940.—Carmichael.



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East to Release Tank Cars**

Reversal of oil flow from West to East in a Pittsburgh-Philadelphia pipe line will release tank cars that formerly were sent on to Philadelphia. It is estimated that probably 100 cars will arrive in Pittsburgh daily when the oil flow is reversed. Electric power equipment installation is all that is needed to put the plan in operation at the Atlantic Refining Co. plant. — *Leffingwell.*

**Tank Empty Mileage  
Charge Eased**

To relieve owners of tank cars of financial burdens resulting from the shift of these cars from normal routes to emergency service, railroad carriers, at the request of the Office of Defense Transportation, have

agreed to eliminate certain penalty charges previously imposed on tank car companies.

The railroads customarily levy a freight charge for every mile a tank car moves empty in excess of the miles it moves loaded. Under normal conditions, tank car owners have been able largely to equalize empty and loaded mileage, thus avoiding payment of penalties. Wartime traffic requirements have made it necessary to shift cars from one type of service to another and from one area to another to engage in emergency movement of petroleum and other products, with the result that tank car owners have incurred substantial penalty charges through the shipment of empty cars.

On the request of its Tank Car Service Committee, the O.D.T. requested rail carriers to file a tariff with the Interstate Commerce Commission relieving tank car owners of penalties for excess empty mileage. The new tariff was agreed to by the roads, and the I.C.C. has granted the carriers' request for permission to put the tariff into effect five days after it is filed. The new tariff became effective May 1.

The excess empty mileage charge was likewise removed during World War I, as one means of freeing tank cars for use in any part of the country where a temporary need developed.

### 1/2 Million Sq. Ft. Ordered for Calif. "Distress Storage"

The California Railroad Commission on May 12 took action to relieve the aggravated situation in respect to "distress storage" in the San Francisco Bay area by authorizing Oakland and San Francisco warehouse companies to establish and operate approximately half a million square feet of additional space for storage of property which has accumulated at those terminals as a result of the disruption of normal shipping practices by the war.

Howard Terminal and the Haslett Warehouse Co., each were authorized to establish 150,000 sq. ft. of additional warehouse space at Oakland, and the J. A. Clark Draying Co., 50,000 sq. ft. on the San Francisco side of the bay.

In addition, the Gibraltar Warehouse Co., Farnsworth & Ruggles, and Haslett Warehouse Co. were granted permission to utilize for storage of transshipments in San Francisco certain additional space which they had been authorized to establish for storage of raw materials and cotton under a C.R.C. decision issued in January of this year.

All the additional space concerned in the May 12 order, the C.R.C. ruled, must be used exclusively for storage of property destined to ports along the Atlantic Coast, ports of American territories or possessions, and ports of foreign countries when the property is:

1.—Discharged from vessels returned to Oakland (in the case of the Howard Terminal and Haslett Warehouse Co.), or to San Francisco (in the case of J. A. Clark Draying Co.) under orders from the Government to unload the cargo and clear it from the docks.

2.—Forwarded to San Francisco or Oakland for transshipment to the aforesaid ports on the East coast and stored in the bay area because vessel space is not available.

The certificates of public convenience and necessity were issued on a temporary basis—effective May 13 and expiring Dec. 31, 1942.

The applicants contended the extra space is necessary to meet heavy demands for public utility warehouse space in San Francisco and Oakland which have arisen because of the disruption of normal vessel movements from those ports. It was testified that shortly after the outbreak of the war, certain vessel movements had been interrupted and their cargoes returned

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Dry Storage Cold Storage Bonded Storage  
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200,000 SQ. FT. OF MODERN FIREPROOF SPACE  
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LOCAL AND LONG DISTANCE MOVERS

Private Room System for Storage

CRATING, PACKING and SHIPPING

Charges Collected and Promptly Remitted

Member: N. F. W. A., C. S. & T. A.

to the bay district for storage, some of which is still in storage there. It was further testified that under war conditions, delays not anticipated at the time the shipments were forwarded had been experienced in connection with the transshipment of freight via these ports and that demand for storage had resulted from these delays.

The petitioners claimed that suitable space was needed for transshipment freight held at San Francisco and Oakland awaiting transfer to vessels which will carry the property to its final destination.

Most of the storage in question, the C.R.C. was advised, consists of commodities not ordinarily stored in public utility warehouses and that the classifications of the articles are such that in many cases they could not be accommodated in structures used for regular warehouse operations or stored with other commodities. This "distress storage," the warehousemen testified, may reasonably be expected to continue to overtax existing storage facilities.

Representatives of the J. A. Clark Draying Co. testified that under certain conditions the company had used space authorized for storage of raw materials and cotton, for storage of cargoes from vessels, in order to avoid commandeering of the required facilities. This company's application for additional space for storing strategic raw materials was denied.—Herr.

### New Literature

B. F. Goodrich Co., Akron, has issued a most timely volume for industrial executives, titled "Care and Maintenance of Conveyor and Elevator Belting." Because of restrictions on the use of rubber, this 24-page volume has much of value. It carries instructions for a wide range of belt data, valuable when considering installation or repair problems. "Making Conveyor



Belts Run Straight" is the subject of a chapter to which 2 pages are devoted. Other chapters are titled "Belt Wear due to Defective Idlers," "Excessive Tension," "Hazards to Belts on Portable Conveyors," "Light, Heat, Moisture, Etc." "How to Install Conveyor Belts," "Vulcanized Splices and Repairs," "Specifying New Conveyor Belts," "Condensed Conveyor Belt Data," and "Elevator Belts."

Entirely new in the volume is the 3-page chapter on "Conveyor Belt Design" which includes engineering tables and formulas to assist in making calculations for belt requirements.

Kinnear Mfg. Co., Columbus, Ohio, has published a 40-page fully illustrated book in which are covered the many rolling door installations that have been made by that company, which is a leader in the manufacture of doors and door-operating equipment for motor freight terminals, garages, warehouses, and industrial buildings.

Weaver Mfg. Co., Springfield, Ill., has a new manual of wheel alignment, consisting of 12 separate booklets bound under one loose-leaf cover. The book replaces the old manual which has won wide recognition. The new book is considered a most complete text on the subject. Subjects covered are equipment, steering parts, caster, camber and the included angle, straightaway alignment and turning radius, axles and their positions, steering mechanism, wheel balance, checking routine and road inspection, etc. One hundred and eighty-three pages and 273 illustrations are devoted to these subjects. Given free with each order for Weaver alignment outfits. Otherwise, sold at a nominal cost.

Raybestos Div. of Raybestos-Manhattan, Inc., Bridgeport, Conn., has just published the 4th edition of its brake service guide, which because of a shortage of skilled mechanics, will be more valuable than ever. The guide gives mechanics, skilled and unskilled, all the answers, producing thorough and competent brake jobs, at a saving of time and trouble. Such features as detailed diagrams and adjustment and maintenance information for all passenger car, truck and bus braking systems, a handy trouble shooting chart, basic fundamentals of brake service, and a quick reference index are included. Price, 25 cents.

Accounting Advisory Branch of the War Production Board has prepared a handbook which explains principles for determining costs under Government contracts. For some time costs under Government contracts have been based on a decision of the Treasury originally issued to carry out the profit limitation provisions of the former Vinson-Trammell Act. This decision is known as TD 5,000 and has been regarded by Government departments as the most satisfactory existing definition of costs. The booklet just issued is not a revision or an interpretation of TD 5,000 but explains in simple and complete terms the principles of costs as covered therein. Copies can be obtained from Superintendent of Documents, Government Printing Office, Washington, D. C., at 10 cents each.

General Electric Co., Schenectady, N. Y., has just issued a descriptive booklet on its 25-ton Diesel-electric locomotive used for industrial switching. This locomotive is of standard design built for stock, which makes for quicker deliveries. Its design embodies many features found in railway-type switchers; it is safe, fast, reliable, economical and easy to operate, inspect and to maintain. The booklet is well illustrated and fully describes the various units of which the locomotive is constructed. General Electric also produces 45, 65 and 80-ton sizes.

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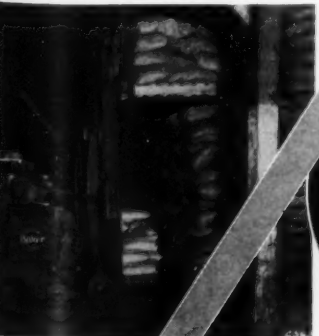
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Loading time is reduced by this speedy shuttling between dock and warehouse.



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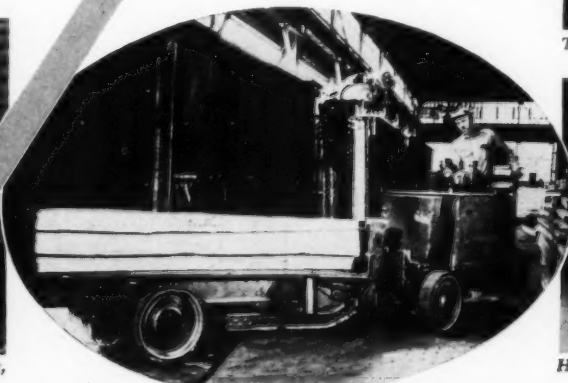
● Today, more than ever before, mechanized materials handling with Baker Trucks can help industry step up its pace to meet the needs of war. In the warehouse, Baker Telescoping Fork Trucks and Baker Hi-Lift Trucks can add to useable floor space by tiering to the ceiling. They can get materials in and out of storage faster and safer. In shipping, they can save time and reduce the costs of car, truck or ship loadings. Throughout the plant, they can save space and man-power—making both available for production.

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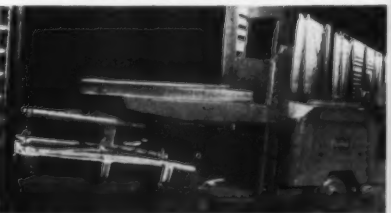
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Large reels of wire and other heavy products are quickly loaded with a Baker Crane Truck.



Heavy skid loads of sheet metal or tin plate handled two at a time with Double Fork Truck.



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Handling and storing tires is another difficult job made easy with a Baker Fork Truck.

1-D

# Baker INDUSTRIAL TRUCKS

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